

AMERICAN RAILROAD JOURNAL.

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MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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ton and Fishkill will not be completed within five years from the date of the passage of the act, then no further portion of said scrip shall be delivered to the Treasures of the company; and the Commonwealth shall at all times thereafter, and without notice, have power and authority to sell the bonds held as collateral security for the scrip then issued and outstanding. The following gentlemen have been appointed Commissioners under the act, viz: George T. Bigelow, Emory Washburn and Samuel Ashburner.

Port Royal Railroad.

At a meeting of the stockholders of this company held on the 27th ult., Stephen C. Millett, of Beaufort, S. C., was elected President, and R. E. Robbins, of Boston, with eleven others, Directors. More than half the grading is already complete, and two thousand hands will be put on the work immediately. This road is designed to connect Augusta, Ga., with Port Royal Harbor in South Carolina, and will connect with the Charleston and Savannah Railroad about midway of its termini.

Ogdensburg and Lake Champlain Railroad.

The earnings of this road for the quarter ending October 31, 1867, have been as follows:

| | 1866. | 1867. |
|-----------------|--------------|--------------|
| August | \$86,728 47 | \$104,500 58 |
| September | 90,866 23 | 106,282 88 |
| October | 101,117 35 | 116,998 54 |
| | \$278,832 05 | \$327,762 00 |

This shows a gain in August of \$17,772 11; in September, \$15,376 65; and in October, \$15,881 19—making the total gain in three months, \$49,029 95. The Ogdensburg Journal, from which we have obtained the above figures, says that "the road was never in as good condition or capable of doing as much work as at present, and yet it is taxed to its utmost capacity, working night and day, to move the large amount of freight being received."

Already over two thousand five hundred car-loads (25,000 tons) of lumber, flour and grain are at this point for winter distribution throughout the New England States and a large fleet yet to arrive, which ensures the road an unusually large business during the winter.

The new Elevator is a complete success in every particular and adds largely to the facilities of handling grain here. In every respect the prospects of the road were never more bright, or its business better managed, and with the completion of the Niagara Ship Canal and the Portland Road, the stock of this road would hardly be second in value to any in the country."

Virginia Central Railroad.

The earnings of this road for the years ending September 30, 1866 and 1867, have been as follows:

| | 1866. | 1867. |
|-----------------------|--------------|--------------|
| From passengers | \$247,625 43 | \$238,294 57 |
| " freight | 196,134 96 | 279,887 98 |
| " express | 26,836 11 | 20,714 65 |
| " U. S. mail | 15,238 48 | 18,550 00 |
| " rents, etc. | 2,114 12 | 2,118 44 |
| | \$487,449 10 | \$564,510 64 |

Expenses, viz :

| | | |
|---|--------------|--------------|
| Conducting transportation and legal and miscellaneous exp. | \$149,415 55 | \$126,311 66 |
| Repairs of road and buildings..... | 127,343 17 | 119,461 88 |
| Repairs of locomotives and cars..... | 53,235 97 | 50,499 74 |
| Repairs of workshops and tools | 2,500 00 | 3,461 61 |
| Salaries | 12,016 68 | 11,266 68 |
| Taxes | 20,552 30 | 9,916 46 |
| Insurance..... | 2,071 50 | 2,800 00 |
| Repairs to real estate .. | 177 32 | 221 45 |
| Extraordinary expenses and repairs | 260,337 13 | 88,923 52 |
| | \$627,650 15 | \$418,862 90 |

| | | |
|--------------------------|--------------|--------------|
| Excess of receipts | | \$135,647 74 |
| Excess of expenses | \$140,201 05 | |

The gross receipts for the year ending September 30, 1867, compared with those of the preceding year, show an increase of \$67,061 54; with a reduction in expenditures of \$208,787 25—a gain of \$275,848 79.

The ordinary expenses for conducting the operations of the company, in 1865-'66, as given above, were \$367,818 02; and in 1866-'67, \$329,939 38—a decrease of \$37,878 64. The earnings less ordinary expenses, in the former year were \$120,136 08; and in the latter year, \$224,571 26—a gain of \$104,435 18. The ordinary expenses

| | |
|---|-------------|
| were 57½ per cent. of the gross receipts. The extraordinary expenses were as follows: | |
| Purchase of two new locomotives..... | \$40,817 04 |
| Building and repairing cars | 13,037 18 |
| Re-building depots and water stations. | 18,205 98 |
| Debt contracted prior to April, 1855.. | 10,476 99 |
| Discount and int. on temporary loans. | 10,741 94 |
| Work done at shops for extension to Covington | 494 44 |
| Land damages paid. | 150 00 |
| Total, as above | \$88,923 52 |

The entire indebtedness of the company on the 30th of September, was \$2,069,984 62—an increase during the past year \$189,302 39. This increase of indebtedness has been occasioned in part by the extension of the road from Jackson's river to Covington, costing \$117,787 58; and by the purchase of real estate in Richmond to the amount of \$9,497. Bonds for interest funded have also been issued, amounting to \$101,963 75. There remains unfunded of interest due up to Jan. 1, 1867, about \$60,000. The amount of interest paid in cash since October 1, 1866, is \$53,920 94. The report says:

The most important subject involving the future prospects of the company, which enlisted the attention of the Board, was the general question whether the scheme of extension and western connections could now be safely undertaken. This subject has always been approached under a full conviction of the pecuniary interest which this company has in it, and of its vital importance to the whole State. Though acting as the representatives of a private corporation, they could not forget their obligations to avail themselves of the position they occupy to bear their part in promoting the general welfare of the Commonwealth, and especially of those interests with which they are more immediately connected.

With one consent for nearly a century, the wisest and best men of our State have looked with earnest hope to the opening the line of communication between the Mississippi valley and the Atlantic coast, across the Alleghany mountains, where the waters of James river and the Ohio approach each other so closely. Its peculiar advantages as to distance, grades, climate, contiguous resources, &c. &c., compared with any other in the United States, are so distinctly marked by the finger of Divine Providence, and the results of its completion will be fraught with such inestimable blessings to our own, and other people, that the neglect to make every possible effort to secure its success would be a criminal responsibility.

It is with such an estimate of the necessity of opening that line your Board have so far acted, and now bring the subject to your farther notice, fully sensible at the same time of the difficulty of the undertaking.

As a preliminary step in this westward march of your improvement, your Board determined that the ten miles of track graded next to Covington should, if possible, be brought into operation, and no longer remain as a tacit confession that we were powerless to move. We need not tell you that in the embarrassed condition of the company, and the general distrust of all southern railroad companies, owing to our unhappy political condition, the purchase of the iron was no easy task, added to the cost of other materials for the superstructure; but without going into details, suffice it to say, with the addition of some personal security, the credit of the company was able to procure it, and the work was done, and thus on the 31st day of July the last section of your road was put in operation to Covington; and now the interesting question presents itself for your consideration, what shall we do in the further prosecution of the great enterprise?

We will present to you a fair statement of the actual condition of the question, that you may intelligently act on it, and come to a judicious conclusion.

At the called meeting in May last you were informed that in obedience to your instructions at the annual meeting in November last, authority was obtained from the Legislature for the company to contract with the commissioners of the two States to undertake the completion of the Covington and Ohio road; in which event, by the terms of the act passed on the 1st day of March, 1867, the company was thereafter to be known as the Chesapeake and Ohio Railroad Company, with some valuable concessions contingently made to it.

The stockholders at the meeting in May passed resolutions of instruction specifying certain conditions as a basis for a contract to build the Covington and Ohio Railroad, the most prominent of which provided that five millions of dollars in money should be raised by subscription of 8 per cent. preferred stock; which sum it was supposed, by resorting to temporary structures at some expensive points, would put the road in operation to steamboat navigation on the Kanawha river, and restraining the new company from mortgaging any of the property of the present company, until the road was in operation to the Kanawha. This was done under the conviction that when completed to that point, a lien on the whole property and franchises of the company from Richmond to the Ohio river would command a loan sufficient to finish the entire road and equip it.

Such was the scheme sanctioned by the stockholders at the called meeting in May, and in conformity therewith a conditional contract was made with the commissioners, a copy of which is as follows:

Memorandum of a Contract for the Construction of the Railroad from Covington to the Ohio river.

The following are the parties to the contract:

FIRST. John B. Baldwin, Geo. W. Bolling, Thomas S. Flournoy, and R. H. Maury commissioners acting for the State of Virginia under the following acts of the General Assembly, namely:

1. "An act to incorporate the Covington and Ohio Railroad Company," passed February 26, 1866.

2. "An act to provide for the completion of a line or lines of railroad from the waters of the Chesapeake to the Ohio river," passed March 1, 1867.

SECOND. James Burley, Z. D. Ramsell, Joel McPherson and John S. Cunningham, commissioners acting for the State of West Virginia, under the following acts of the Legislature, viz:

1. "An act to incorporate the Covington and Ohio Railroad Company," passed March 1, 1866.

2. "An act to provide for the completion of a line or lines of railroad from the waters of the Chesapeake to the Ohio river," passed February 26, 1867.

THIRD. The Virginia Central Railroad Company.

The Virginia Central Railroad Company has contracted with the said commissioners for the construction of the railroad from Covington to the Ohio river upon the terms and according to the provisions of the acts hereinbefore recited, subject only to the following conditions and stipulations, which shall be binding only so far as not inconsistent with the said acts, viz:

1st. That if the amount of money required to put the road in operation from Covington to steamboat navigation on the Kanawha river, with the necessary buildings and equipments, not less than five millions of dollars be not raised within six months from the date of the contract by subscriptions of stock which the Board of Directors believe are available, and they are willing to receive as cash, then and in that case this company shall be relieved from the contract if they desire it.

2nd. The party of the third part shall, on or before the 1st day of December, 1867, file with the Board of Public Works of Virginia, and of West Virginia, a statement in writing, showing the amount of stock raised under this agreement and accepted by the company; and also declaring whether it is the desire of the company to be re-

leased from this contract, as provided in the preceding section. The failure to file such a statement shall, at the option of the parties of the first and second part, be taken and treated as an abandonment and annulment of this contract.

3rd. If the said company shall file such a statement, and express a purpose to continue the contract with a subscription of stock less than three millions of dollars, it shall be at the option of the parties of the first and second part to refuse to allow such continuance, and to vacate and annul the contract. Such determination of the parties of the first and second part to be communicated in writing to the party of the third part, on or before the 1st day of January, 1868, under this or the preceding section.

4th. The company will guarantee to those stockholders who furnish the funds to construct and equip the road to steamboat navigation on the Kanawha, and on any such additional stock thereafter subscribed, four per centum semi-annually as preferred dividend on all the stock fully paid, after the road is completed to the Ohio river.

5th. That all the net revenues derived from working the road west of Covington before it is finished to the Ohio river, shall be appropriated to that object.

6th. No part of the earnings accruing east of Covington shall be diverted from the use and benefit of the present stockholders and their successors, until the road is completed to the Ohio river.

7th. The proceeds of all stock or other subscriptions hereafter received, shall be applied exclusively to the construction and equipment of the road west of Covington, until it shall be completed to the Ohio river, unless otherwise provided in the subscription.

8th. No loan shall be made pledging the property of the company east of Covington for the completion or equipment of the road west of Covington, until it shall have been completed and properly equipped to steamboat navigation on the Kanawha river.

9th. If from any cause the work done west of Covington be forfeited, parties who become stockholders for the completion of that part of the road thereby forfeit their stock; and they shall have no interest or voice in the management of the road east of Covington after such forfeiture.

10th. No sale of the stock now owned by the State of Virginia in the Virginia Central Railroad Company, or of any claims held by the State against the company, shall be made to any other person than the Chesapeake and Ohio Railroad Company before the 1st day of December, 1867.

11th. The times named and limited in the preceding section, and in the second and third sections, shall be deemed to be of the essence of this contract. And in case of failure on the part of the parties of the first and second part to notify their option under the second and third sections, such failure shall, in any case, be construed in favor of the continuance of the contract.

A short time thereafter the commissioners of the State of West Virginia published a call for a convention on the 10th of July at the White Sulphur Springs of delegates from the whole country interested. That convention was numerously attended not only from West Virginia, but by representatives from this State and contiguous parts of Kentucky and Ohio, all manifesting a great desire to have the road completed to the Ohio River, with a view to its connection with the railroads of those two States. The terms of the conditional contract had been generally made known before that time, and were fully explained at the convention by the President of this company. The delegates from West Virginia expressed the opinion that it was vain to expect any considerable subscription of stock from their counties payable in usual cash instalments as contemplated by the stockholders of this company, and expressed in the foregoing conditional contract. After mature consideration of the subject, the convention adopted resolutions proposing to raise five millions of dollars of preferred stock, payable in bonds instead of money, as will appear

by the following extract from the proceedings of the convention:

Resolved, That this convention earnestly recommends that at least five millions of dollars be raised by a subscription of stock to enable the Virginia Central Railroad Company to fulfil the contract entered into conditionally with the commissioners of Virginia and West Virginia on the 24th of May, 1867—that at least \$2,500,000 should be raised in Virginia, and at least \$2,500,000 in West Virginia.

Resolved, That the Legislatures of Virginia and West Virginia be petitioned by the Chesapeake and Ohio Railroad Company (in view of the influence its work will exert favorable to the increase of revenue to the States) to pass acts exempting from taxation the entire property of the Chesapeake and Ohio Railroad Company, including such lands as it may acquire in payment for subscription of stock, or by purchase, during the period of ten years after the completion of the road to the Ohio River.

Resolved, That it be recommended to each county to pledge itself to settle all claims for land damages in the construction of the road within the boundary of each county.

Resolved, That it be recommended to the counties of West Virginia to subscribe not less than the following amounts of eight per cent. preferred stock of the Chesapeake and Ohio Railroad Company, payable in eight per cent. county bonds, (if required by the counties,) convertible into preferred stock, the bonds to be received by the company at a discount of not more than ten per cent.: Mason, \$500,000; Putnam, \$250,000; Clay, \$50,000; Kanawha, \$500,000; Fayette, \$115,000; Monroe, \$200,000; Greenbrier, \$250,000; Mercer, \$50,000; Raleigh, \$50,000; Wyoming, \$25,000; Jackson, \$100,000; Roane, \$50,000; Logan, \$25,000; Wayne, \$50,000; Cabell, \$100,000; Lincoln, \$25,000; Boone, \$50,000; Nicholas, \$50,000; Webster, \$10,000; Pocahontas, \$50,000. Total, \$2,500,000.

Resolved, That it be recommended to Virginia to make her subscriptions in the manner and upon the terms provided for in the resolution relating to subscriptions by counties in West Virginia.

The raising of funds in this way was declared by delegates from West Virginia as the most that could be hoped for, and so far as our State is concerned, the financial and political condition of the country is such, that if cash payments had been insisted on, we could not have calculated on any large corporation or individual subscription of stock.

The people of several localities have voted for subscriptions of stock payable in bonds at 10 per cent. discount, to the amount of \$3,550,000, as will be seen by the accompanying list: City of Richmond, \$2,000,000; County of Fayette, West Virginia, \$150,000; Greenbrier, \$250,000; Kanawha, \$500,000; Putnam, \$300,000; Cabell, \$300,000; Fluvanna County, Virginia, \$50,000. No county in Virginia has voted against subscription, and a considerable sum is confidently expected from those immediately interested.

Contrary to our expectation all the counties in West Virginia, west of the falls of Kanawha, have made a condition to their subscriptions that the several amounts shall be expended at that end of the line. It was feared at first that this might have a very injurious influence on the success of the work, but on consideration it may possibly have the contrary effect. The people of the States of Kentucky and of Ohio have each manifested a great interest in the general design—the first in the branch which leaves the Kanawha at the mouth of Scary Creek, and would terminate at the mouth of Big Sandy, the latter in that which continues down the river to Point Pleasant.

They have declared their determination to connect with our line in either case where it reaches the Ohio River. In execution of this purpose there is now an active effort being made which promises success to connect our road with the Marietta and Cincinnati Railroad at Hamden, being a distance of only 28 miles from Point Pleasant.

One hundred miles of the western end of the Covington and Ohio road will cost much less for the same distance than the eastern. If the subscriptions of West Virginia can be made available for building that part of the road from the falls of the Kanawha, and either Kentucky or Ohio is thereby stimulated to make connection at the Ohio River, there certainly will be no cause to regret their requiring their subscriptions to be expended there. There is no serious difficulty in this company working that end of the line separately, and if it can be brought into operation while the expensive mountain section between the Greenbrier River and the falls of Kanawha is in a course of construction, the cost of that section would be materially reduced by the facility of getting supplies from the rich valley of the Kanawha, and from Ohio or Kentucky, as the case may be.

The question of embarking in this heavy enterprise without having previously secured an amount of means sufficient to accomplish it, is a very serious one addressed to the pecuniary interest of the stockholders; but to abandon it under present circumstances, when so much has already been done towards raising means, would be a grave responsibility which your Board is not willing to assume or to recommend. With the road in operation to the White Sulphur Springs, and from the falls of Kanawha to the Ohio, leaving a gap of something over 100 miles, and that connected by the James River and Kanawha Turnpike, none are so skeptical as to believe it would remain long unfinished.

There are plans and propositions not fully developed at the date of this report for the construction of this work, in reference to which the Board expects to obtain more information before the day appointed for the general meeting.

The company have 30 locomotives, 12 passenger, 3 mail and passenger, 2 mail and express, 6 baggage, 114 box, 14 stock, 56 platform and 8 conductor's cars. Number of miles run by locomotives, 300,405. Number of passengers carried west, 55,441; do., east, 54,348—total, 109,789. Total mileage of passengers, 4,936,004. The amount received per passenger per mile was 4.52 cents. Tons of freight carried west, 23,957; do. east, 39,630—total, 63,587. Total mileage of freight, 5,225,008. The average distance freight was carried, 82.17 miles. Amount received per ton per mile, 5.22 cents. Compared with the previous year, the number of passengers shows a falling off of 9,274; and the mileage of do., 833,460. The tonnage of freight shows an increase during the same time of 26,719; and the mileage of freight an increase of 2,290,594. The tonnage of September, 1867, was the heaviest ever carried over the road in any one month. The indications are that the tonnage of the road will continue to increase, and that it will be necessary to increase the number of cars to accommodate the business of the ensuing year.

The track was completed to Covington on the 31st of July. The total length of the road is now 205 miles. The cost of the extension was \$117,787 58, of which \$80,000 was for iron. A permanent bridge will be required over Jackson's River to replace a temporary structure at that point. Other permanent bridges will also be required.

The road bed is generally in fine order. Some 6 3/4 miles have been ballasted with gravel and broken stone. The ditching west of Blue Ridge was to have been completed before winter. 11,000 feet of new iron, 45,000 cross ties, and 1,050 feet of new sidings have been used. From 1,200 to 1,500 tons of new rail are needed to put the track in first rate condition.

The financial condition of the company September 30, 1867, was as follows:

| | |
|-------------------------------------|----------------|
| Capital stock: | |
| Subscription by State of Virginia.. | \$2,013,987 52 |
| Subscriptions by individuals | 1,339,691 50 |

\$3,553,679 02

| | |
|--|--------------|
| Funded Debt, viz: | |
| Bonds of the Co., guaranteed by State, payable in 1880. | \$100,000 00 |
| Coupon bonds of 1851, payable in 1872..... | 199,000 00 |
| Coupon bonds of 1854, payable in 1884..... | 965,000 00 |
| Registered bonds, payable in 1872..... | 7,500 00 |
| Registered bonds, payable in 1884..... | 18,000 00 |
| State Loan of 1859-'60, payable in 34 years.. | 210,000 00 |
| Coupon bonds of 1865, payable in 1876..... | 53,000 00 |
| Coupon bonds for funding interest, payable in 1877 | 144,400 00 |
| Registered do., payable in 1870 | 40,688 78 |
| Dividend bonds issued in 1851, payable 1866 | 22,386 00 |
| Do., in 1853, payable '75 | 82,580 00 |
| Do., in 1855, payable '65 | 16,811 00 |
| Bonds issued for temporary loans, now due.. | 54,854 23 |
| Bonds issued to contractors, now due.... | 5,880 00 |

1,919,550 01

| | |
|---|---------------|
| Transportation receipts and earnings from commencement | 12,216,686 87 |
| Rent of real estate | 11,858 40 |
| Dividends not applied for | 32,922 00 |
| Due Board of Public Works for tolls on Blue Ridge Railroad..... | 60,435 20 |
| Bills payable | 205,316 63 |
| Open account | 73,623 02 |

\$17,874,071 15

| | |
|---|----------------|
| Construction of road and buildings between Richmond and Staunton. | \$2,406,582 94 |
| Do., between Staunton & Covington | 3,134,205 74 |
| Locomotives, cars, machinery, etc.. | 541,818 82 |

| | |
|---|----------------|
| Total cost of road, etc..... | \$6,082,602 50 |
| Real estate | 34,698 95 |
| Tolls to State for Blue Ridge Rail-road and tunnel | 263,682 81 |
| Survey of short line between Rich-mond and Charlottesville..... | 1,921 98 |
| 180 shares Co.'s stock purchased | 9,000 00 |
| Interest and discount | 1,334,426 44 |
| Dividends from commencement..... | 1,322,681 80 |
| Sinking funds..... | 97,500 00 |
| Do. for redemption of State loan..... | 7,936 18 |
| Transportation expenses from com-mencement..... | 8,582,317 89 |
| Bonds of the State of Virginia..... | 1,800 00 |
| Bills receivable | 8,601 92 |
| Due from agents, stage and railroad companies, P. O. Department, etc. | 109,095 52 |
| Cash on hand in U. S. currency.... | 11,978 67 |
| “ C. S. currency.... | 20,882 04 |

\$17,874,071 15

President.—E. FONTAINE.
Superintendent.—H. D. WHITCOMB.]
Treasurer.—J. GARRETT.

 A company has been organized at Rochester, New York, to build the Lake Ontario Shore Railroad, from Oswego to Lewiston, on the Niagara river, a distance of about 140 miles. The route is said to be a good one, extraordinarily level and even, and the right of way will be donated by the inhabitants. The capital required is \$4,000,000.

One of the Probable Results of Pacific R.R.

The San Francisco *Bulletin* anticipates, with apparent good reason, the transfer of the Australian and New Zealand steam lines from Panama to that city, when the Pacific Railway shall be completed. The subject is already attracting attention in Australia, where Mr. Crooble Ward, the original promoter of the Panama line, is. This gentleman writes to the Australian press that the distance from Wellington to San Francisco is five thousand eight hundred and sixty-four nautical miles, or seven hundred miles less than to Panama. The San Francisco route will have the advantage of Tahiti as a coaling station, exactly on the course between Australia and San Francisco.

If the railway was completed and the route changed as proposed, the mails could be carried from Wellington to San Francisco in twenty-five days; from San Francisco to New York in five days, and from New York to London in twelve days—forty-two days in all, instead of from sixty to seventy days, as at present. Mr. Ward concludes his argument on behalf of the California route as follows:

Such arguments as the foregoing are unanswerable, and taken in connection with the fact that California will, after the completion of the Pacific Railroad, furnish more traffic for the Australian steamers than Panama, must have great weight with the Australians, who will naturally be anxious, when they come to know all the facts, to shorten by ten to twenty days the voyage to Europe, and to escape several thousand miles of ocean traffic. The diversion of a large share of Australasian travel and traffic to the California route may safely be regarded as one of the certainties of the near future.

National Manufacturers' Convention.

As bearing on an important question, the early consideration of which is being urged from various quarters, we give the substance of a report to a meeting of the Detroit Manufacturers' Association, October 18, unanimously adopted by the meeting. At the same time a committee was chosen and measures were adopted for a National Convention of manufacturers at Cleveland, Ohio, December 18, to urge the repeal of taxes on all manufacturers and productions—luxuries excepted—on the general plan suggested in the report.

This important Convention is *only* for tax matters, and *not* for action on tariffs, as some suppose, and promises to be well attended. From the report we extract as follows:

The following principles have been laid down as a guide in the discussion of this subject:

1. Taxation should be so levied as to exempt all articles of prime necessity to the greatest extent possible, and placed upon articles of luxury and where it will be the least obnoxious to the people.

2. It should be so adjusted as to be reliable and collected with the least possible expenditure or Governmental machinery.

In Europe, where taxation has been reduced to a science, it is found that ample revenue can be realized from a few sources, thereby incurring but little expense for the collection of the same. It is very evident that we can profit greatly by imitating their example to some extent, as our system is in many respects very oppressive and burdensome to the people, levying many times exorbitant taxes on articles of prime necessity, and not unfrequently repeating the same four or five times during the transition from the crude materials to the final resting place in the finished fabric or mechanism.

| | |
|---|---------------|
| The official estimated expenses of the Government for the fiscal year ending June 30, 1868 is | \$152,569,597 |
| Interest on public debt | 133,678,243 |

| | |
|-----------------|---------------|
| Total | \$286,247,540 |
|-----------------|---------------|

Experience has demonstrated that the following sources of revenue will be ample to meet the current expenses of the Government and pay the interest on the public debt, viz:

| | |
|---------------------------------------|--------------|
| Distilled spirits (whiskey) | \$50,000,000 |
| Fermented liquors | 5,000,000 |
| Tobacco and cigars | 20,000,000 |

| | |
|--|------------|
| Gross receipts (steamboats, railways, &c.) | 12,000,000 |
|--|------------|

| | |
|--|------------|
| Banks, insurance, railways, &c. (dividends and deposits) | 12,000,000 |
|--|------------|

| | |
|---|------------|
| Licenses, with 50 per cent. added to last year's receipts | 27,000,000 |
|---|------------|

| | |
|------------------------------------|-----------|
| Legacies and successions | 2,000,000 |
|------------------------------------|-----------|

| | |
|------------------|------------|
| Stamps | 20,000,000 |
|------------------|------------|

| | |
|--|-----------|
| Brokers' sales of foreign bills, gold, &c. | 3,000,000 |
|--|-----------|

| | |
|-------------------------|------------|
| Miscellaneous | 15,000,000 |
|-------------------------|------------|

| | |
|-----------------|---------------|
| Total | \$168,000,000 |
|-----------------|---------------|

| | |
|---------------------------------|-------------|
| Receipts from customs | 150,000,000 |
|---------------------------------|-------------|

| | |
|-----------------|---------------|
| Total | \$316,000,000 |
|-----------------|---------------|

This exhibit shows that the revenue from the sources named will furnish \$30,000,000 more than the total estimated expenses of the Government, including the interest on the public debt.

The amount to be realized from each source corresponds very nearly to the amount collected from the same sources in 1866, except where a more rigid enforcement of laws will secure a much larger return, as in the case of whiskey and tobacco.

The amount to be realized from licenses has been increased 50 per cent. on former receipts.

This tax is the most reliable and satisfactory of any on the list. Once paid, it is settled for a whole year. It is simple and easily understood by all, and one in which there is but little opportunity for fraud, and can be easily increased or diminished as the necessities of the Government may require.

It will be seen that the sources other than customs, from which revenue will be collected, should the above schedule be adopted by the Government, have been reduced to ten, which greatly simplifies our system of taxation and abolishes three-fourths of all the machinery now in operation for the purpose of collecting the internal revenue, and thereby saves to the Government at least \$5,000,000 annually.

Our revenue once centred on a few reliable sources yielding ample means to meet the current expenses of the Government and to pay the interest on the public debt, will stimulate both enterprise and production, and give confidence and stability to all industrial and commercial pursuits.

Cotton is the great export staple of the country, to which we must look to bring up the balance of trade now setting so heavily against us. To abolish the tax on this article will greatly stimulate its production, which will in a very few years reach its former proportions.

Another reason why cotton should be exempt from taxation is that it is a prime article of necessity entering into the consumption of every family 364,036,128 pounds being consumed in this country in 1860.

To abolish the tax on sugar will stimulate its production so that it will soon regain its former magnitude, thereby reducing our imports full \$40,000,000 annually.

When we consider the large amount of revenue to be collected by the Government, in addition to the State and municipal taxes, and that there is to be thrown upon the market annually full \$6,000,000, fresh productions to be bought and sold by 40,000,000 people, our circulating medium cannot be deemed excessive, and should not be contracted. The productions of the South once reinstated, a home market is furnished for the

vast agricultural products of the great Northwest, and for the manufactures of the East.

Hence, a wise policy dictates that the productions of that portion of our country should not only be exempt from taxation, but should receive the fostering care of the Government. Wise legislation, that shall protect well our commercial and industrial interests and give permanency and stability to all governmental affairs, will greatly increase the power of labor in our midst, which, when relieved of excessive taxation, will soon make us the most prosperous and independent nation on the earth.

California Iron Interests.

The development of the iron interest on the Pacific coast is beginning to attract attention in San Francisco. It is claimed that there is scarcely a county in California in which there are not deposits of this mineral of more or less value. The Coast Range has never been thoroughly explored for iron ore; but here and there surface deposits have been found indicating considerable richness, and a good iron mine in any one of the coast counties might be developed with greater certainty of profit than a silver mine. In Oregon a considerable advance has been made in the production of pig iron. The blast furnace is located six miles above Portland, and the ore is said to be of about the richness of 55 per cent. The furnace turns out about 12 tons a day, but half a dozen such furnaces could not satisfy the present consumption on the Pacific coast.

Finances of the United States.**EXTRACTS FROM THE REPORT OF THE SECRETARY OF THE TREASURY.**

The finances of the United States, notwithstanding the continued depreciation of the currency, are in a much more satisfactory condition than they were when the Secretary had the honor to make to Congress his last annual report. Since the first day of November, 1866, \$493,990,263 34 of interest bearing notes, certificates of indebtedness and of temporary loans, have been paid or converted into bonds; and the public debt, deducting therefrom the cash in the Treasury, which is to be applied to its payment, has been reduced \$59,805,555 72. During the same period decided improvement has also been witnessed in the general economical condition of the country. The policy of contracting the currency, although not enforced to the extent authorized by law, has prevented an expansion of credits, to which a redundant and especially a depreciated currency is always an incentive, and has had no little influence in stimulating labor and increasing production. Industry has been steadily returning to the healthy channels from which it was diverted during the war, and although incomes have been small, and trade generally inactive, in no other commercial country has there been less financial embarrassment than in the United States.

On the 31st day of March, 1865, the total debt of the United States was \$2,366,955,077 34, of the following descriptions, to wit:

| | |
|--|--------------------|
| Funded debt | \$1,100,361,241 80 |
| Matured debt | 349,420 09 |
| Temporary loan certificates | 52,452,328 29 |
| Certificates of indebtedness | 171,790,000 00 |
| Interest-bearing notes | 526,812,800 00 |
| Suspended or unpaid requisitio's | 114,256,548 93 |
| U. S. notes (legal tenders) | 433,160,569 00 |
| Fractional currency | 24,254,094 07 |
| | \$2,423,437,002 18 |
| Cash in the Treasury | 56,481,924 84 |

| | |
|-----------------|--------------------|
| Total | \$2,366,955,077 34 |
|-----------------|--------------------|

The resources of the Treasury consisted of the money in the public depositories in different parts of the country, amounting as above stated to \$56,481,924 84; the revenues from internal taxes

and customs duties, and the authority to issue bonds, notes, and certificates, under the following acts to the following amounts:

| | |
|---|----------------|
| Act of February 25, 1862, bonds | \$4,023,600 00 |
| Act of March 3, 1864, bonds | 27,229,900 00 |
| Act of June 30, 1864, bonds, 7.30 or compound interest notes | 79,811,000 00 |
| Certificates for temporary loans, act June 30, 1864 | 97,546,471 71 |
| U. S. notes for payment of temporary loans, act July 11, 1862 | 16,839,431 00 |
| Fractional currency, act June 30, 1864 | 25,745,905 93 |
| Act of March 3, 1865, bonds or interest-bearing notes | 533,587,200 00 |

Making a total of \$784,783,508 64

Between the first days of April and September, 1865, the Secretary used his authority to issue securities as follows:

| | |
|---|----------------|
| Bonds under the act of February 25, 1862 | \$4,023,600 00 |
| Bonds under the act of June 30, 1864 | 6,000,000 00 |
| Compound interest notes, act June 30, 1864 | 24,978,390 00 |
| Certificates for temporary loans, act June 30, 1864 | 54,696,384 87 |
| Fractional currency, act June 30, 1864 | 2,090,648 44 |
| Seven-thirty notes, March 3, 1865 | 529,187,200 00 |

Total \$620,976,223 31

On the 31st of August, 1865, the public debt reached the highest point, and was made up of the following items, to wit:

| | |
|--------------------------------------|--------------------|
| Funded debt | \$1,109,568,191 80 |
| Matured debt | 1,503,020 09 |
| Temporary loans | 107,148,713 16 |
| Certificates of indebtedness | 85,093,000 00 |
| Five per cent. legal-tender notes | 38,954,230 00 |
| Compound interest legal-tender notes | 217,024,160 00 |
| Seven-thirty notes | 830,000,000 00 |
| United States notes (legal-tenders) | 433,160,569 00 |
| Fractional currency | 26,344,742 51 |
| Suspended requisitions uncalled for | 2,111,000 00 |

Total \$2,845,907,626 56
Deduct cash in Treasury 88,218,055 18

Balance \$2,757,689,571 43

Of these obligations, it will be noticed, \$684,138,959 were a legal tender, to wit:

| | |
|-------------------------|---------------|
| U. S. notes | \$483,160,569 |
| Five per cent. notes | 83,954,230 |
| Compound interest notes | 217,024,160 |

Total \$684,138,959

A very large portion of which were in circulation as currency.

The temporary loans were payable in 30 days from the time of deposit, after a notice of 10 days.

The five per cent. notes were payable in lawful money, in one and two years from Dec. 1, 1863.

The compound interest notes were payable in three years from their respective dates, all becoming due between the 10th day of June, 1867, and the 16th day of October, 1868.

The 7-30 notes were payable, in about equal proportions, in August, 1867, and June and July, 1868, in lawful money, or convertible at maturity, at the pleasure of the holder, into 5-20 bonds.

The certificates of indebtedness would mature at various times between the 31st of August, 1865, and the 2d day of May, 1867.

Since the first day of September, 1865, the temporary loans, the certificates of indebtedness, and the five per cent. notes have all been paid, (with the exception of small amounts of each not presented for payment,) the compound interest notes have been reduced from \$217,024,160 to \$71,875,040, (\$11,560,000 having been taken up with three

per cent. certificates;) the seven and three-tenth notes from \$830,000,000 to \$337,978,800; the United States notes, including fractional currency, from \$459,505,811 51 to \$387,871,477 39—while the cash in the Treasury has been increased from \$88,218,055 18 to \$133,998,398 02, and the funded debt has been increased \$686,584,800. While this has been accomplished there has been no commercial crisis, and (outside of the Southern States, which are still greatly suffering from the effects of the war and the unsettled state of their industrial interests and political affairs) no considerable financial embarrassment.

The following is a statement of the public debt on the 1st of July, 1867:

DEBT BEARING COIN INTEREST.

| | |
|------------------------------------|------------------|
| 5 per cent. bonds | \$198,631,350 00 |
| 6 per cent. bonds of 1867 and 1868 | 15,181,141 80 |
| 6 per cent. bonds, 1881 | 283,746,350 00 |
| 6 per cent. 5-20 bonds | 1,127,581,800 00 |
| Navy pension fund | 18,000,000 00 |

DEBT BEARING CURRENCY INTEREST.

| | |
|--------------------------------|-----------------|
| 6 per ct. bonds | \$14,762,000 00 |
| 3 year compound interest notes | 122,394,480 00 |
| 3 yr. 7-30 notes | 488,647,425 00 |

| | |
|--|----------------|
| Matured debt not presented for payment | 625,808,905 00 |
| | 8,997,595 80 |

DEBT BEARING NO INTEREST.

| | |
|-------------------------------|------------------|
| U. S. notes | \$371,992,029 00 |
| Fractional currency | 28,307,523 52 |
| Gold certificate's of deposit | 19,207,520 00 |

Total debt \$2,692,199,215 12

| | |
|------------------------------|------------------|
| Amount in Treas'ry, coin | \$108,419,638 02 |
| Amount in Treas'ry, currency | 71,979,563 77 |

180,399,201 79

Amount of debt, less cash in Treasury \$2,511,800,013 33

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1867:

| | |
|-----------------------|------------------|
| Receipts: | |
| From customs | \$176,417,810 88 |
| Lands | 1,163,575 76 |
| Direct tax | 4,200,233 70 |
| Internal revenue | 266,027,537 43 |
| Miscellaneous sources | 42,824,852 50 |

\$490,634,010 27

Expenditures:

| | |
|-------------------------|-----------------|
| For civil service | \$51,110,027 27 |
| Pensions and Indians | 25,579,083 48 |
| War department | 95,224,415 63 |
| Navy department | 31,034,011 04 |
| Interest on Public Debt | 143,781,591 91 |

\$846,729,129 33

| | |
|---------------------|------------------|
| Loans paid | \$746,350,525 94 |
| Receipts from loans | 640,426,910 29 |

Reduction of loans \$105,923,615 65

The following is a statement of receipts and expenditures for the quarter ending September 30, 1867:

| | |
|-----------------------|-----------------|
| Receipts: | |
| From customs | \$48,081,907 61 |
| Lands | 287,460 07 |
| Direct tax | 647,070 88 |
| Internal revenue | 53,784,027 49 |
| Miscellaneous sources | 18,361,462 62 |

\$121,161,928 62

Expenditures:

| | |
|-------------------------|-----------------|
| For civil service | \$13,152,348 08 |
| Pensions and Indians | 10,484,476 11 |
| War department | 30,537,056 85 |
| Navy department | 5,579,704 67 |
| Interest on public debt | 38,515,640 47 |

\$98,269,226 18

| | |
|---------------------|------------------|
| Loans paid | \$200,176,868 84 |
| Receipts from loans | 185,103,282 00 |

Reduction of loans \$65,073,086 84

The Secretary estimates that the receipts for the three quarters ending June 30, 1868, will be as follows:

| | |
|-----------------------|------------------|
| From customs | \$115,800,000 00 |
| Lands | 700,000 00 |
| Internal revenue | 155,000,000 00 |
| Miscellaneous sources | 25,000,000 00 |

\$296,000,000 00

The expenditures for the same period according to his estimates, will be:

| | |
|---|-----------------|
| For civil service | \$37,000,000 00 |
| Pensions & Indians | 22,000,000 00 |
| War department, including \$24,500,000 for bounties | 100,000,000 00 |
| Navy department | 22,000,000 00 |
| Interest on the public debt | 114,000,000 00 |

295,000,000 00

Leaving a surplus of estimated receipts over estimated expenditures of \$1,000,000 00

The receipts for the next fiscal year, ending June 30, 1869, are estimated as follows:

| | |
|-----------------------|------------------|
| From customs | \$145,000,000 00 |
| Internal revenue | 205,000,000 00 |
| Lands | 1,000,000 00 |
| Miscellaneous sources | 30,000,000 00 |

\$381,000,000 00

The expenditures for the same period are estimated as follows:

| | |
|---|-----------------|
| For civil service | \$51,000,000 00 |
| Pensions & Indians | 35,000,000 00 |
| War department, including \$25,500,000 for bounties | 120,000,000 00 |
| Navy department | 36,000,000 00 |
| Interest on the public debt | 130,000,000 00 |

372,000,000 00

Leaving a surplus of estimated receipts over estimated expenditures of \$9,000,090 00

The foregoing estimates are made on the general average of the receipts and expenditures for the past nine months. The Secretary is hopeful, however, that Congress will take measures to largely reduce expenditures in all branches of the service, so that a steady reduction of the debt may be continued.

Application will be made to the Legislature of Ontario to enlarge the charter of the Erie and Ontario Railway, allowing that company to construct a line to the Detroit River. The Brockville and Ottawa Railroad Company also will apply to the Legislature of Ontario to reduce the capital of the company and create new stock.

The first section of the Lawrence and Galveston Railroad, between Lawrence and Ottawa, 30 miles, will be completed by the 1st of January. The track is now being laid at the rate of a mile a day. Wm. Sturgis, Esq., is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|------------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|-----------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany & Susquehanna...100 | \$1,675,139 | ----- | ----- | Hartford and New Haven.100 | \$3,000,000 | J.A.J&O | Oct.'67 5 | Portl., Saco & Portsm'th*.100 | \$1,500,000 | J. & D. | Dec.'67 3 |
| Allegheny Valley.....50 | 1,498,400 | ----- | ----- | Hannibal and St. Joseph.100 | 1,900,000 | ----- | ----- | Providence & Worcester.100 | 1,800,000 | J. & J. | Jul.'67 4 |
| Allou and St. Louis....100 | 125,000 | J.A.J&O | Oct.'67 15 | Do. do. pref.100 | 5,258,830 | ----- | ----- | Reading and Columbia...50 | 665,019 | ----- | ----- |
| Atlanta and West Point...100 | 1,232,200 | J. & J. | Jul.'67 3 | Hanover Branch....50 | 116,850 | M. & N. | Nov.'67 5 | Rensselaer and Saratoga...100 | 500,000 | A. & O. | Apr.'67 2 |
| Atlantic & N. Carolina...100 | 5,545,225 | ----- | ----- | Housatonic....50 | 320,000 | ----- | ----- | Richmond and Danville...100 | 2,000,000 | ----- | ----- |
| Atlantic & Gt. Western...50 | 11,522,150 | ----- | ----- | " pref....100 | 1,180,000 | M. & N. | Nov.'67 4 | Richmond and Petersburg.100 | 847,000 | ----- | ----- |
| " " " prof.50 | 1,919,000 | ----- | ----- | Hudson River....100 | 15,927,100 | A. & O. | Oct.'67 4 | Rich, Fred. and Potomac.100 | 1,041,800 | ----- | ----- |
| Atlantic & St. Lawrence*.100 | 2,494,900 | J. & J. | Jul.'67 2 | Hazleton....50 | 1,615,000 | F. & A. | Aug.'67 3 | Rockport....100 | 88,400 | ----- | Nov.'67 2 |
| Augusta and Savannah...100 | 733,700 | J. & J. | Jul.'67 3 | Huntingdon & Bd Top...50 | 494,330 | ----- | ----- | Rome, Water, and Og'n'b.100 | 2,386,500 | J. & J. | Jul.'67 5 |
| Baltimore and Ohio....100 | 16,151,920 | A. & O. | Oct.'67 4 | " pref.50 | 190,750 | J. & J. | Jul.'67 3 | Rutland and Burlington...100 | 2,233,376 | ----- | ----- |
| Do. Washington Br....100 | 360,000 | A. & O. | Oct.'67 6 | Indiana Central....100 | 23,382,450 | F. & A. | Aug.'67 5 | S. L. Alt. and T. Haute.100 | 2,800,000 | ----- | ----- |
| Baltimore City Passenger...670,000 | 670,000 | F. & A. | Aug.'67 3 | Indianapolis & Cincinnati.100 | 1,682,900 | M. & S. | Sep.'67 4 | St. L. Jack'nv. and Chic'o.100 | 1,700,000 | Annual. | Mar.'67 7 |
| Boston and Chelsea....100 | 110,000 | A. & O. | Oct.'67 4 | Jefferson's, Mad. & Ind....100 | 2,000,000 | J. & J. | Jan.'68 | Sandusky and Cincinnati.100 | 2,059,000 | ----- | ----- |
| Bellefontaine Line....100 | 4,420,000 | F. & A. | Aug.'67 3 | Joliet and Chicago....100 | 1,500,000 | J.A.J&O | Oct.'67 12 | " pref.100 | 383,073 | M. & N. | Nov.'67 3 |
| Belvidere Delaware....100 | 997,112 | ----- | ----- | Joliet & North. Indiana*.100 | 300,000 | J. & J. | Jul.'67 4 | Sand, Mansf. and Newark.100 | 900,000 | ----- | ----- |
| Berkshires.....100 | 600,000 | J.A.J&O | Oct.'67 12 | Lackawanna & Bloomsb....50 | 1,326,000 | ----- | ----- | Saratoga and Hudson R.100 | 1,020,000 | ----- | ----- |
| Blossburg & Corning*.50 | 50 | J. & D. | Jun.'67 24 | Lehigh and Mahany....50 | 1,585,565 | J. & J. | Jan.'67 6 | Saratoga and Whitehall*.100 | 500,000 | A. & O. | Apr.'67 2 |
| Boston, Concord & Mont.100 | 459,300 | ----- | ----- | Lehigh and Susquehanna...50 | 5,104,050 | M. & N. | My.'67 5 | Savannah and Charleston.100 | 1,000,000 | ----- | ----- |
| Do. do. pref.100 | 1,304,400 | M. & N. | Nov.'67 3 | Leigh Valley....50 | 10,734,100 | J.A.J&O | Oct.'67 24 | Schuylkill and Susqueh'a.50 | 1,269,160 | J. & J. | Jul.'67 5 |
| Boston and Lowell....100 | 183,000 | J. & D. | Jun.'67 4 | Lexington & Frankfort....50 | 614,646 | M. & S. | Nov.'67 3 | Second and Third St.(Ph.)50 | 203,757 | J. & J. | Jul.'67 24 |
| Boston and Maine....100 | 4,076,974 | J. & J. | Jul.'67 5 | Little Miami....50 | 5,572,400 | J. & D. | Jun.'67 4 | Schuylkill Valley*.50 | 576,050 | ----- | ----- |
| Boston and Providence....100 | 3,380,000 | J. & J. | Jul.'67 5 | Lomb. and South St.(Ph.)25 | 2,846,100 | J. & J. | Jul.'67 2 | Seaboard and Roanoke...100 | 868,200 | ----- | ----- |
| Boston and Worcester....100 | 4,500,000 | J. & J. | Jul.'67 5 | Long Island....50 | 90,000 | ----- | Second Avenue (N. Y.)...100 | 670,000 | A. & O. | Oct.'66 | |
| Broadway (Boston)...100 | 325,000 | ----- | ----- | Long Island & Sea Shore...50 | 3,000,000 | F.M.A.N. | Aug.'67 2 | Shamokin V. and Pottsv.*50 | 869,450 | F. & A. | Au.'67 24 |
| Broadwy & 7th Av.(N.Y.)100 | 2,100,000 | J. & J. | Jan.'67 5 | Long Branch & Sea Shore...50 | 95,194 | N.Y.'67 10 | ----- | Sixth Avenue (N. Y.)...100 | 750,000 | ----- | Nov.'67 5 |
| Brooklyn City.....100 | 1,000,000 | F. & A. | A. '67 24 | Louisiv., Cin. and Lex. pr.100 | 48,658 | J. & J. | Jul.'67 4 | South Carolina...100 | 2,819,275 | ----- | ----- |
| Brooklyn City & New'ln.100 | 399,800 | ----- | ----- | Louisiv. and Frankfort...50 | 1,109,594 | J. & J. | Jul.'67 3 | South Shore....100 | 259,685 | ----- | ----- |
| Buff. New York & Erie*.100 | 860,000 | M. & N. | N.Y.'67 3 | Louisiv., N. Alb. & Chicago...100 | 5,500,000 | F. & A. | Aug.'67 4 | South Western, Georgia...100 | 8,203,400 | F. & A. | Aug.'67 4 |
| Buffalo and State Line...100 | 2,200,000 | F. & A. | Aug.'67 5 | Lowell and Lawrence....100 | 200,000 | A. & O. | Oct.'67 3 | Southern Mississippi...100 | 1,000,000 | ----- | ----- |
| Cambridge Horse (Boat'n)100 | 737,800 | A. & O. | O. '67 4 | Macon and Western....100 | 1,500,000 | M. & N. | My.'67 4 | Staten Island....100 | 660,000 | J. & J. | Jul.'67 4 |
| Camden and Amboy....100 | 6,842,200 | F. & A. | Aug.'67 5 | Mahanoy & Bd. Mount'n*50 | 921,615 | ----- | ----- | Syr. Bingham. and N. Y.100 | 1,200,130 | ----- | ----- |
| Camden and Atlantic, prof.50 | 600,000 | ----- | ----- | Maine Central....100 | 1,600,860 | M. & N. | Nov.'67 5 | Taunton Branch....100 | 250,000 | J. & J. | Jul.'67 4 |
| Cape Cod Branch....50 | 721,296 | J. & J. | Jul.'67 3 | Manchester & Lawrence.100 | 1,000,000 | ----- | ----- | Tennessee and Alabama...100 | 585,922 | ----- | ----- |
| Catawissa.....50 | 1,160,000 | A. & O. | Oct.'67 3 | Marietta & Cincinnati....50 | 5,862,778 | M. & S. | Sep.'66 3 | Terre Haute and Indiana.50 | 1,983,150 | J. & J. | Jul.'67 6 |
| Catawissa, pref.50 | 50 | 2,200,000 | J. & J. | " 1st pref.50 | 6,586,136 | M. & S. | Sep.'66 3 | Third Avenue (N. Y.)...100 | 1,750,000 | J. & J. | Jul.'67 1 |
| Wayn'g & Susquehanna...50 | 589,110 | M. & S. | Oct.'67 3 | " 2d pref.50 | 4,651,744 | M. & S. | Sep.'66 3 | Tol., Peoria and Warsaw...100 | 1,650,000 | ----- | ----- |
| Central of Georgia....100 | 4,666,300 | J. & J. | Jul.'67 5 | Memphis and Charleston.100 | 5,312,725 | M. & S. | Mar.'62 4 | " 1st pref.100 | 1,700,000 | F. & A. | Aug.'67 4 |
| Central of New Jersey....100 | 12,000,000 | J.A.J&O | Oct.'67 24 | Memphis and Ohio....100 | 570,000 | J. & J. | Jul.'67 5 | " 2d pref.100 | 908,176 | ----- | ----- |
| Central Ohio, prof....100 | 400,000 | J. & D. | Jun.'67 3 | Metropolitan (Boston)...100 | 1,250,000 | F. & A. | Feb.'67 3 | Tol., Wabash and West....50 | 5,400,000 | F. & A. | Aug.'67 4 |
| Cen. Park, N. & E. River.100 | 970,000 | A. & O. | Oct.'67 24 | Michigan Central....100 | 5,502,866 | J. & J. | Jul.'67 5 | Troy and Boston....100 | 607,111 | ----- | ----- |
| Charlotte & S. Carolina....100 | 1,201,000 | ----- | ----- | Milville and Glassboro...100 | 400,000 | F. & A. | Feb.'67 3 | Troy, Salem and Rut'd*.100 | 274,400 | J. & D. | Jun.'67 3 |
| Chemung*....100 | 380,000 | M. & S. | Sep.'67 25 | " 1st pref.100 | 3,014,000 | F. & A. | Feb.'67 3 | Union Transport'n (Bos.)100 | 800,000 | A. & O. | Apr.'67 2 |
| Cheshire, preferred....100 | 2,017,825 | Annual. | Jn.'67 2 | " 2d pref.100 | 3,627,000 | J. & J. | Jan.'67 5 | Union Pacific (E. D.)...100 | 100 | ----- | ----- |
| Chicago and Alton....100 | 2,425,576 | M. & S. | Sep.'67 5 | Mich. So. & North. Ind....100 | 9,811,300 | F. & A. | Feb.'67 3 | Union Pacific (Cent. Br.)100 | 100 | ----- | ----- |
| Chicago, Bur. & Quincy...50 | 19,193,010 | A. & O. | Oct.'67 5 | " guaranteed....100 | 2,757,600 | F. & A. | Feb.'67 3 | Union (Phil'a.)...50 | 291,475 | J. & J. | Jan.'67 3 |
| Chicago and Gt. Eastern...100 | 4,390,000 | ----- | ----- | M. Hill & Schuylik. Haven 50 | 3,658,300 | F. & A. | Feb.'67 3 | Utica and Black River...100 | 834,400 | J. & J. | Jul.'67 4 |
| Chicago, Iowa & Nebraska...100 | 1,000,000 | ----- | ----- | Mobile and Ohio....100 | 3,658,300 | F. & A. | Feb.'67 3 | Vermont and Canada...100 | 2,250,000 | J. & D. | Dec.'67 4 |
| Chicago and Milwaukee...100 | 2,227,000 | ----- | ----- | Montgomery & W. Point....100 | 1,014,000 | Annual. | Feb.'67 3 | Vermont Central....100 | 8,000,000 | ----- | ----- |
| Chicago & N. Western...100 | 18,180,927 | ----- | ----- | Morris and Essex....100 | 5,500,000 | F. & A. | Feb.'67 3 | Vermont and Massachusetts.100 | 2,600,000 | J. & J. | Jan.'67 4 |
| " " " pref.100 | 12,994,719 | ----- | ----- | Nashua and Lowell....100 | 600,000 | M. & N. | Nov.'67 5 | Vermont Valley....100 | 516,164 | ----- | ----- |
| Chicago, R. I. & Pacific...100 | 9,100,000 | A. & O. | Oct.'67 5 | Naugatuck....100 | 1,055,544 | ----- | ----- | Virginia Central....100 | 3,353,679 | ----- | ----- |
| Cin. Ham. & Dayton....100 | 3,129,100 | A. & O. | Oct.'67 5 | New Bedford & Taunton.100 | 1,100,000 | F. & A. | Aug.'67 5 | Virginia and Tennessee...100 | 3,452,815 | ----- | ----- |
| Cin. & Indianap. Junction...100 | 356,000 | ----- | ----- | New Haven & N. London.100 | 500,000 | J. & J. | Jul.'67 4 | Western (Mass.)....100 | 6,710,800 | J. & J. | Jul.'67 5 |
| Cincinnati and Zanesville...50 | 1,600,000 | ----- | ----- | N. Haven & Northampton.100 | 788,538 | ----- | ----- | Western Union....100 | 2,687,287 | ----- | ----- |
| Citizens' Passenger (Phil.)100 | 19,270,500 | J. & J. | Jul.'67 6 | New Jersey....100 | 1,224,100 | J. & J. | Jul.'67 3 | West Jersey....100 | 731,050 | M. & N. | Nov.'67 10 |
| Cleve, Col. & Cincinnati.100 | 6,000,000 | ----- | ----- | New London Northern....100 | 500,000 | F. & A. | Aug.'67 5 | West Philadelphia....50 | 249,100 | J. & J. | Jul.'67 5 |
| Cleveland & Mahoning*...50 | 5,000,000 | F. & A. | Aug.'67 3 | N. O., Jackson & Gt. N....100 | 895,000 | M. & S. | Sep.'67 4 | Wilm. and Manchester...100 | 1,130,470 | ----- | ----- |
| Cleve, Painesv. & Ashto....100 | 5,000,000 | J. & J. | Jul.'67 5 | N. O., Opel & Gt. West'n.100 | 4,697,451 | ----- | ----- | Wilm. and Weldon....100 | 1,340,233 | ----- | ----- |
| Cleveland and Pittsburgh...50 | 5,428,911 | A. & O. | Oct.'67 24 | New York Central....100 | 26,530,000 | F. & A. | Aug.'67 3 | Worcester and Nashua....75 | 1,141,000 | J. & J. | Jul.'67 4 |
| Cleveland and Toledo...50 | 4,841,600 | A. & O. | Oct.'67 24 | New York and Harlem....50 | 5,285,000 | J. & J. | Jul.'67 4 | CANALS. | ----- | ----- | ----- |
| Col. & Indianapolis Can.100 | 4,000,000 | J.A.J&O | Oct.'67 24 | New York & New Haven.100 | 1,600,000 | F. & A. | Aug.'67 3 | Chesapeake and Delaware 50 | 1,575,963 | J. & D. | Jun.'67 3 |
| Columbus and Xenisia....100 | 1,786,200 | J. & J. | Jul.'67 5 | N. Y., Provid. & Boston.100 | 1,755,281 | J. & J. | Jul.'67 4 | Chesapeake and Ohio....50 | 8,228,595 | ----- | ----- |
| Concord and Portmouth...100 | 1,500,000 | J. & J. | Nov.'67 5 | Ning. Bridge & Cananal*100 | 1,000,000 | J. & J. | Jul.'67 3 | Delaware Division....50 | 1,633,350 | F. & A. | Aug.'67 4 |
| Concord & Portsmouth...100 | 1,222,500 | J. & J. | Nov.'67 5 | Ninth Avenue....100 | 797,400 | J. & J. | Jul.'67 3 | Delaware and Hudson....100 | 10,000,000 | F. & A. | Aug.'67 8 |
| Conn. & Passump. Rivers.100 | 1,673,300 | J. & J. | Jul.'67 3 | North Carolina....100 | 4,000,000 | F. & A. | Aug.'67 3 | Delaware and Raritan....100 | 2,298,400 | F. & A. | Aug.'67 5 |
| Connecticut River....100 | 1,650,000 | ----- | ----- | Northern Central....50 | 4,518,900 | F.M.A.N. | Nov.'67 2 | Erie of Pennsylvania....50 | 6,137,000 | M. & N. | My.'67 3 |
| Cumberland Valley....50 | 1,816,900 | A. & O. | Oct.'67 4 | North Eastern (S. C.) pref.50 | 156,000 | J. & J. | Jul.'67 4 | Monongahela Navigation....50 | 728,100 | J. & J. | Jul.'67 4 |
| Danbury and Norwalk....100 | 266,900 | ----- | ----- | Northern of N. Hampsh.100 | 3,064,400 | J. & D. | Dec.'67 4 | Morris (consolidated)...100 | 1,026,000 | F. & A. | Feb.'67 3 |
| Dayton and Michigan*....50 | 2,834,941 | J. & J. | Jul.'67 3 | Northern of N. Jersey....100 | 158,500 | ----- | ----- | Morris (preferred)...100 | 1,175,000 | F. & A. | Aug.'67 5 |
| Delaware.....50 | 466,182 | J. & J. | Jul.'67 3 | North Missouri....50 | 2,369,301 | F. & A. | Aug.'67 3 | Schnyl. Navigation (cons.)50 | 5,082,207 | F. & A. | Feb.'67 6 |
| Del., Lackaw & Western.50 | 11,298,560 | J. & J. | Jul.'67 6 | North Pennsylvani....50 | 3,150,150 | F. & A. | Aug.'67 3 | " (pref.)50 | 2,888,505 | F. & A. | Feb.'67 6 |
| Des Moines Valley....100 | 1,500,060 | J. & J. | Jul.'67 5 | Northwich & Worcester....100 | 2,363,600 | J. & J. | Jul.'67 4 | Susq. and Tide Water....50 | 2,052,038 | ----- | ----- |
| Detroit & Milwaukee....100 | 4,523,269 | J. & J. | Jul.'67 5 | Ogdensburg & | | | | | | | |

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [...] "not ascertained."

| Fiscal year ending. | Length. | | Equipment. | | Companies. | Cost of Road and Equipment. | Share Capital paid in | Bounded Debt. | Floating Debt. | Gross. | Net. | Dividends on paid capital. | Par Value. | Market Price. |
|---------------------|--------------------------------------|---------------------------|------------|---------|----------------------------------|-----------------------------|-----------------------|---------------|----------------|-----------|---------|----------------------------|------------|---------------|
| | Completed; equal part in single r.k. | In progress or projected. | Cars. | Horses. | | | | | | | | | | |
| 30 Nov.'66 | 3.36 | m. | No | No | MASSACHUSETTS. | \$ | \$ | \$ | \$ | \$ | \$ | p c. | \$ | 37 |
| 30 Nov.'66 | 5.73 | 218 | 32 | — | Boston and Chelsea | 110,000 | 112,000 | — | — | 8,800 | 7,525 | 64 | — | — |
| 30 Nov.'66 | 27.43 | — | — | — | Broadway, Boston | 348,279 | 325,000 | 20,451 | 168,846 | 44,203 | 7 | 55 | — | — |
| 30 Nov.'66 | 2.57 | 85 | 6 | — | Cambridge | 734,671 | 727,800 | 150,000 | 94 | — | 65,502 | 9 | 904 | — |
| 30 Nov.'66 | 11.75 | 211 | 31 | — | Lowell (Horse) | 46,536 | 46,000 | — | — | 20,399 | 5,261 | — | — | — |
| 30 Nov.'66 | 3.41 | — | — | — | Malden and Melrose | 60,246 | 200,000 | 50,032 | 164,742 | 27,144 | — | 25 | — | — |
| 30 Nov.'66 | 3.07 | — | — | — | Medford and Charlestown | 36,800 | 21,000 | 9,500 | — | 19,627 | 2,240 | 50 | — | — |
| 30 Nov.'66 | 88.82 | 837 | 157 | — | Metropolitan (Boston) | 1,501,478 | 1,250,000 | 139,096 | 753,414 | 113,472 | — | 57 | — | — |
| 30 Nov.'66 | 6.28 | 254 | 36 | — | Middlesex (Boston) | 494,702 | 400,000 | 38,000 | 76,444 | 157,176 | 11,437 | 40 | — | — |
| 30 Nov.'66 | 3.22 | — | — | — | Northampton & Willams. | 300,000 | 300,000 | — | — | 4,627 | 2,686 | 211 | — | — |
| 50 Nov.'66 | 5.69 | 60 | 9 | — | Quincy | 141,233 | 71,600 | 58,400 | 55,000 | 34,256 | 2,585 | — | — | — |
| 30 Nov.'66 | 7.78 | 48 | 13 | — | Salem and South Danvers | 189,972 | 150,000 | 27,300 | 4,148 | 35,970 | 6,108 | 4 | 39 | — |
| 30 Nov.'66 | 3.61 | — | — | — | Somerville | 75,000 | 75,000 | — | — | 4,379 | 2,251 | 3 | — | — |
| 30 Nov.'66 | 2.50 | 12 | 3 | — | Stoneham street (Boston) | 37,300 | 33,000 | — | — | 9,628 | 1,991 | 6 | — | — |
| 30 Nov.'66 | 0.74 | — | — | — | Suburban | 95,000 | 5,000 | — | — | — | — | — | — | — |
| 30 Nov.'66 | 1.58 | 431 | 63 | — | Union (Transportation) | 283,789 | 200,000 | 24,000 | 113,007 | 341,247 | 10,110 | 5 | 87 | — |
| 30 Nov.'66 | 2.25 | — | — | — | West Cambridge | 13,900 | 13,800 | — | — | — | 518 | 43 | 47 | — |
| 30 Nov.'66 | 11.60 | — | — | — | Winnisimmet | 62,152 | 59,800 | — | — | 3,720 | 3,255 | 4 | — | — |
| 30 Nov.'66 | — | — | — | — | Worcester | 91,174 | 75,000 | 52,000 | — | — | — | — | — | — |
| CONNECTICUT. | | | | | | | | | | | | | | |
| 31 Jan.'64 | 3.0 | 3.0 | 45 | 7 | Fairhaven and Westville | 100,000 | 100,000 | — | — | — | — | 8 | — | — |
| 31 Dec.'62 | 8.5 | — | 11 | 3 | Hartford and Wethersfield | 300,000 | 300,000 | — | — | — | — | — | — | — |
| NEW YORK. | | | | | | | | | | | | | | |
| 30 Sep.'66 | 9.65 | 87 | 6 | 6 | Albany | 118,622 | 89,850 | 40,000 | — | 46,365 | 1,841 | — | — | — |
| 30 Sep.'66 | 25.00 | 49 | — | — | Bleeker St. & Fulton Ferry | 1,698,766 | 900,000 | 694,000 | 10,000 | 281,424 | 103,590 | 100 | — | — |
| 30 Sep.'66 | 10.75 | — | — | — | Broadway (Brooklyn) | 236,759 | 200,000 | 27,500 | 5,910 | 98,266 | 23,408 | 8 | 100 | — |
| 30 Sep.'66 | 14.00 | 96 | — | — | Broadway & 7th Ave. N. Y. | 3,492,826 | 2,100,000 | 150,000 | — | 677,196 | 268,445 | 4 | 100 | — |
| 30 Sep.'66 | 8.00 | 15 | — | — | Brooklyn, Bath & Coney Isl'd | 153,414 | 99,850 | 80,000 | 72,872 | 27,901 | 7,567 | — | — | — |
| 30 Sep.'66 | 24.00 | 51 | — | — | Brooklyn Central & Jamaica | 996,783 | 458,100 | 462,810 | 32,185 | 196,041 | 25,709 | 100 | — | — |
| 30 Sep.'66 | 67.88 | 190 | — | — | Brooklyn City | 1,388,369 | 1,000,000 | 170,000 | — | 1,0514/4 | 356,656 | 12 | 10 | — |
| 30 Sep.'66 | 11.75 | 40 | — | — | Brooklyn City & Newtown | 549,425 | 389,800 | 200,000 | 18,755 | 128,224 | 19,566 | 100 | — | — |
| 30 Sep.'66 | 0.99 | 941 | — | — | Brooklyn City & Ridgewood | 187,200 | 184,000 | 20,000 | 3,200 | — | — | 100 | — | — |
| 30 Sep.'66 | 4.50 | 14 | — | — | Brooklyn City & Rock B'l | 124,586 | 102,150 | 35,000 | — | 8,667 | 4,562 | — | — | — |
| 30 Sep.'66 | 24.00 | 114 | — | — | Cent'rl Pk, N & E Riv. (N.Y.) | 1,008,489 | 970,000 | 550,000 | 21,803 | 535,008 | 127,893 | 24 | 100 | — |
| 30 Sep.'66 | 2.00 | — | — | — | Clinton Avenue (Albany) | — | 2,800 | — | — | — | — | — | — | — |
| 30 Sep.'66 | 2.00 | — | — | — | Cohoes & Waterford | — | 500 | — | — | — | — | — | — | — |
| 30 Sep.'66 | 19.75 | — | — | — | Coney Isl'nd & Brooklyn | 643,099 | 500,000 | 148,000 | 36,45 | 123,014 | loss. | 100 | — | — |
| 30 Sep.'66 | 3.23 | 180 | — | — | D. Dock, E. B'dw. & Battery | 562,246 | 1,200,000 | 550,000 | 403,661 | 89,549 | — | 100 | — | — |
| 30 Sep.'66 | 6.00 | 6 | — | — | Eighth Avenue | 1,300,972 | 1,000,000 | 160,000 | — | 725,724 | 61,207 | 9 | 100 | — |
| 30 Sep.'66 | 18.00 | 157 | — | — | Grand st. & Newtowm (W.C.) | 963,521 | 750,000 | 260,000 | 2,698 | 227,062 | 63,047 | 5 | 100 | — |
| 30 Sep.'66 | 12.00 | 42 | — | — | Grand st. & Newtowm (W.G.) | — | — | — | — | — | — | — | — | — |
| 30 Sep.'66 | 4.52 | — | — | — | Harlem Br., Morris'a & Ford'n | 223,230 | 90,000 | 124,000 | 2,500 | 70,522 | 16,172 | 100 | — | — |
| 30 Sep.'66 | 10.00 | 17 | — | — | Hudson Av. and Prospe. Pk | — | (Compl. Sept. 1867.) | — | — | — | — | — | — | — |
| 30 Sep.'66 | 3.00 | — | — | — | Ninth Avenue | 445,295 | 197,320 | 112,000 | — | 73,276 | loss. | 100 | — | — |
| 30 Sep.'66 | 12.20 | 50 | — | — | Port Morris & Westchester | 1,200 | 1,200 | — | — | — | — | — | — | — |
| 30 Sep.'66 | 11.00 | — | — | — | Rochester City & Brighton | 278,473 | 183,400 | 100,000 | 7,000 | 53,296 | 9,042 | 100 | — | — |
| 30 Sep.'66 | 16.00 | 38 | — | — | Second Avenue (N. Y.) | 1,250,023 | 670,000 | 520,000 | 210,000 | 420,564 | 31,026 | 100 | 55 | — |
| 30 Sep.'66 | 8.37 | 73 | — | — | Sixth Avenue (N. Y.) | 1,489,863 | 750,000 | 150,000 | — | 522,705 | loss. | 5 | 100 | 116 |
| 30 Sep.'66 | 3.00 | 100 | — | — | South Brooklyn & Berg. St. | — | — | — | — | — | — | — | — | — |
| 30 Sep.'66 | 17.50 | 170 | — | — | Third Avenue (N. Y.) | 2,406,509 | 1,170,000 | 1,290,000 | 70,000 | 1,098,083 | 260,533 | 12 | 100 | — |
| 30 Sep.'66 | 5.00 | — | — | — | Third Avenue & Fordam | 975 | 975 | — | — | — | — | — | — | — |
| 30 Sep.'66 | 4.46 | — | — | — | Troy and Cohoes | 50,000 | 50,000 | (Lease d.) | — | — | — | — | — | — |
| 30 Sep.'66 | 6.50 | — | — | — | Troy and Lansingburg | — | (no re port.) | — | — | — | — | — | — | — |
| 30 Sep.'66 | 1.75 | 4 | — | — | Utica and Watervillle | 311,362 | 124,500 | 100,000 | 1,200 | 46,449 | 14,355 | — | — | — |
| 30 Sep.'66 | — | — | — | — | V. Brunt, st. & Erie Bas. (Bk'n) | 62,000 | 50,000 | 12,000 | — | 15,350 | 390 | — | — | — |
| 30 Sep.'66 | — | — | — | — | Westchester | 5,949 | 7,370 | — | — | — | — | — | — | — |
| 30 Sep.'66 | — | — | — | — | West Shore | 1,457 | 2,200 | — | — | — | — | — | — | — |
| NEW JERSEY. | | | | | | | | | | | | | | |
| 31 Dec.'62 | 5.32 | — | 7 | — | Hoboken and Hudson City | 82,000 | 30,000 | — | 2,000 | — | — | — | — | — |
| 31 Dec.'62 | 6.05 | 2.50 | 8 | — | Hoboken and Weehawken | 134,400 | 70,000 | 60,000 | — | 17,228 | 9,986 | 3 | — | — |
| 31 Dec.'62 | 4.47 | — | — | — | Jersey City & Bergen Point | — | — | — | — | — | — | — | — | — |
| 31 Dec.'62 | 17.00 | 150 | 22 | — | Orange and Newark | 618,296 | 287,550 | 300,000 | 30,750 | 124,670 | 30,566 | 50 | — | — |
| 31 Dec.'62 | 6.80 | — | 8 | — | West Hoboken & Hoboken | 100,000 | 40,000 | 60,000 | — | — | — | — | — | — |
| PENNSYLVANIA. | | | | | | | | | | | | | | |
| 31 Oct.'66 | 9.23 | 144 | 26 | 8 | Citizens' (Pittsburg) | 218,024 | 126,000 | 56,300 | 7,756 | 145,111 | 61,093 | 20 | 50 | — |
| 31 Oct.'66 | 6.74 | — | — | — | Frankford and Philadelphia | 134,935 | 71,475 | 50,000 | 21,750 | 6,184 | loss. | — | — | — |
| 31 Oct.'66 | 16.43 | 271 | 49 | — | Frankford & Southw'k (Ph.) | 772,606 | 491,650 | 200,000 | — | 261,223 | 65,440 | 8 | 50 | 154 |
| 31 Oct.'66 | 84.41 | 367 | 59 | — | Germantown | 451,335 | 112,245 | 350,000 | 36,294 | 294,683 | 121,721 | 26 | 50 | 264 |
| 31 Oct.'66 | 5.47 | 120 | 25 | — | Girard College (Phila.) | 81,612 | 160,000 | — | — | 104,934 | 17,340 | 15 | 50 | 157 |
| 31 Oct.'66 | 4.43 | 191 | 33 | 8 | Green & Coates st. (Phila.) | 123,963 | 150,000 | 100,000 | — | 166,792 | 61,984 | 18 | 50 | 30 |
| 31 Oct.'66 | 2.12 | 25 | 5 | — | Harrisburg City | 55,974 | 41,114 | 9,600 | 4,824 | 11,463 | 607 | 25 | 50 | 104 |
| 31 Oct.'66 | 19.00 | 390 | 56 | 1 | Hastings, Mantua & Fairmt | 183,600 | 183,600 | — | 8,250 | 242,181 | 30,388 | 50 | 10 | 141 |
| 31 Oct.'66 | 5.21 | 105 | 18 | — | Lombard & South st. (Phila.) | 160,189 | 90,000 | 60,200 | 4,500 | 67,460 | 20,166 | 25 | 14 | 142 |
| 31 Oct.'66 | 7.25 | 90 | 13 | — | Oakland (Pittsburg & E. L.) | 59,500 | 52, | | | | | | | |

NATIONAL AND STATE SECURITIES.

| Interest. | | | | | | Interest. | | | | | |
|---|---------------|--------------|---------------|---------------|-----|---|-----------|---------------|---------------|---------------|-----|
| Amounts outstanding. | Rate. | Payable. | When Payable. | Market Price. | | Amounts outstanding. | Rate. | Payable. | When Payable. | Market Price. | |
| *Indicates that no interest is paid. | | | | | | | | | | | |
| National Securities, Nov. 1, 1867. | | | | | | *Indicates that no interest is paid. | | | | | |
| Loan of Jan. 25, 1847 registered | 6 | Jan. & July. | 1867 | 144 | " | Massachusetts—State Almshouse Loan | 100,000 | 5 | May & Nov. | 1872 | |
| Loan of March 31, 1849 registered | 6 | " | 1868 | 136 | " | S. Almsh. and State H. Loan | 275,000 | 5 | April & Oct. | 1873-74 | 104 |
| " " " " coupon | 6 | " | 1868 | 138 | " | Back Bay Land Loan | 220,000 | 5 | May & Nov. | 1882 | |
| Texas Indemnity, of Sep. 9, 1850 coupon | 282,000 | presentation | Due. | " | " | Lun. Hosp. (W. Mass.) | 150,000 | 6 | April & Oct. | 1868 | |
| Loan of June 14, 1858 registered | 20,000,000 | 5 | Jan. & July. | 1874 | " | Funding Loan | 75,000 | 6 | June & Dec. | 1868 | |
| " " " " coupon | 5 | " | 1874 | 111 | " | 172,000 | 6 | " | 70-72 | 120 | |
| Loan of June 22, 1860 registered | 7,022,000 | 5 | " | 1871 | " | Lun. Hosp. and State Prison | 94,000 | 6 | Jan. & July. | 1874 | 117 |
| " " " " coupon | 5 | " | 1871 | 117 | " | Lun. Hosp. (W. Mass.) | 50,000 | 6 | June & Dec. | 1877 | 118 |
| Loan of Feb. 8, 1861 registered | 18,415,000 | 6 | " | 1881 | 108 | Union Fund Loan | 600,000 | 5 | Jan. & July. | 77-78 | |
| " " " " coupon | 6 | " | 1881 | 112 | " | Coast Defense Loan | 888,000 | 5 | " | 1883 | |
| Oregon War Bonds of March 8, 1861 | 1,016,000 | 6 | " | 1881 | 108 | Bounty Fund Loan | 200,000 | 5 | " | 1892 | 101 |
| " " " " yearly | 6 | July, | 1881 | 108 | " | 4,379,500 | 5 | May & Nov. | 1894 | 104 | |
| Loan of July 17, 1861 registered | 204,245,600 | 6 | Jan. & July. | 1881 | 108 | " " " " sterling | 3,996,000 | 5 | " | 1894 | |
| " " " " coupon | 6 | " | 1881 | 112 | " | 850,000 | 6 | Jan. & July. | 71-72 | | |
| Loan of Feb. 25, 1862 (5-20s) registered | 6 | May & Nov. | 1882 | 104 | " | 2,150,000 | 6 | " | 74-76 | 116 | |
| " " " " (5-20s) coupon | 6 | " | 1882 | 104 | " | 2,118,000 | 6 | Mar. & Sept. | 71-86 | 104 | |
| Loan of March 8, 1864 (5-20s) registered | 6 | May & Nov. | 1884 | 105 | " | 4,319,500 | 5 | April & Oct. | 68-71 | | |
| " " " " coupon | 6 | " | 1884 | 104 | " | 275,000 | 5 | Jan. & July. | 65-71 | | |
| Loan of March 3, 1865 (5-20s) registered | 1,257,898,100 | 6 | May & Nov. | 1885 | " | Southern Vermont R.R. | 200,000 | 5 | April & Oct. | 1894 | |
| " " " " coupon | 6 | " | 1885 | 105 | " | 996,500 | 5 | " | 91-93 | | |
| " " " " 2d series (5-20s) registered | 6 | Jan. & July. | 1886 | 104 | " | (stg.) | 554,150 | 5 | " | 88-90 | |
| " " " " (5-20s) coupon | 6 | " | 1886 | 104 | " | Michigan—Sault Canal Bonds | 100,000 | 6 | Jan. & July. | 1878 | |
| " " " " 3d series (5-20s) registered | 6 | " | 1887 | 104 | " | Renewal Bonds | 216,000 | 6 | " | 1878 | |
| " " " " (5-20s) coupon | 6 | " | 1887 | 107 | " | Two Million Loan Bonds | 1,780,000 | 6 | " | 73-83 | |
| Loan of March 3, 1864 (10-40s) registered | 17,975,539 | 5 | Mar. & Sept. | 1904 | " | War Loan Bonds | 250,000 | 7 | " | 1886 | 100 |
| " " " " (10-40s) coupon | 5 | " | 1904 | 101 | " | 1,111,500 | 7 | " | 1886 | 100 | |
| Pacific R. R. Bonds (currency) | 18,042,000 | 5 | " | 1904 | " | Bounty Loan Bonds | 463,000 | 7 | May & Nov. | 1890 | |
| Treasury Notes (7-30s) June 30, '64: 2d series | 334,607,700 | 5 | Jan. & July. | 1868 | " | Railroad Loan Bonds | 2,275,000 | 7 | Jan. & July. | 1883 | |
| " " " (7-30s) Mar. 8, '65: 3d series | 14,614,200 | 5 | " | 1868 | " | Mississippi—State Bonds (Planters' Bank) | 2,000,000 | 6 | " | 41-71 | |
| Matured Debt not presented | | 6 | At maturity. | 3 yrs. | " | (Union Bank) | 5,000,000 | 6 | Var. | | |
| Gold Certificates of Deposit | | | | | " | Missouri—State Bonds | 622,000 | 6 | Jan. & July. | 62-83 | 98 |
| Coupon Interest Notes 1864-'65 | | | | | " | Hannibal and St. Joseph R.R. | 3,000,000 | 6 | " | 81-85 | 82 |
| United States Notes (greenbacks) | 62,558,940 | | | | " | *Pacific R.R. | 7,000,000 | 6 | " | 81-87 | 98 |
| Three per cent. certificates | 11,560,000 | | | | " | *Southwestern R.R. | 4,500,000 | 6 | " | 85-87 | |
| Fractional currency | 30,706,458 | | | | " | *North Missouri R.R. | 3,350,000 | 6 | " | 82-87 | |
| Navy Pension Fund | 18,900,000 | | | | " | *Iron Mountain R.R. | 3,500,000 | 6 | " | 83-89 | |
| State Securities, latest. | | | | | | | | | | | |
| Alabama—State Bonds coupon | 182,000 | 6 | May & Nov. | 1872 | " | *Cairo and Fulton R.R. | 650,000 | 6 | " | 85-87 | |
| " " " (extended) " | 1,941,000 | 5 | " | 1888 | " | *Platte County R.R. | 700,000 | 6 | " | 88-97 | |
| " " " (funded coup.) " | 437,850 | 5 | " | 1887 | " | New Hampshire—War Loan of July 1, 1861 | 1,194,100 | 6 | Jan. & July. | 67-78 | 99 |
| " " " (sterling) " | 648,000 | 5 | Jan. & July. | 1876 | " | 600,000 | 6 | May & Nov. | 84-89 | | |
| " " " (") " | 688,000 | 6 | " | 1876 | " | 609,500 | 6 | April & Oct. | 67-74 | 98 | |
| Arkansas—Bank Loan (real estate) coupon | 899,000 | 6 | April & Oct. | 1861 | " | 500,000 | 8 | Jan. & July. | 1869 | 98 | |
| " " " (State Bank) " | 610,000 | 6 | Jan. & July. | 1868 | " | 1,798,900 | 6 | Jan. & July. | 67-84 | 102 | |
| California—Civil Bonds of 1857 coupon | 3,727,500 | 7 | Jan. & July. | 1877 | " | 1,002,900 | 6 | " | 86-96 | | |
| " " " 1860 " | 198,560 | 7 | " | 1880 | " | 793,400 | 6 | " | 97-102 | 102 | |
| " " " Soldiers Relief Bonds " | 1,548,500 | 7 | " | 1883 | " | 706,000 | 7 | J. A. J. & O. | 1870 | 103 | |
| Connecticut—War Bonds of May, 1861 | 2,000,000 | 6 | Jan. & July. | 171-81 | " | 2,559,000 | 7 | Jan. & July. | 1877 | 107 | |
| " " " Oct. 1861 | 2,000,000 | 6 | " | 172-82 | " | 27,726,500 | 7 | " | 1877 | | |
| " " " Nov. 1863 | 2,000,000 | 6 | " | 1883 | " | 1,189,780 | 6 | pleas. | | | |
| " " " May, 1864 | 2,000,000 | 6 | April & Oct. | 74-84 | " | 500,000 | 6 | " | 1868 | | |
| " " " May, 1865 (free) | 2,000,000 | 6 | " | 1885 | " | 809,000 | 6 | " | 1878 | 100 | |
| Florida—State Bonds coupon | 370,617 | 8 | Jan. & July. | var. | " | 3,050,000 | 6 | J. A. J. & O. | 1871 | | |
| Georgia—State Bonds (Railroad) coupon | 275,000 | 7 | " | var. | " | 6,000,000 | 6 | " | 1873 | 100 | |
| " " " (Act Mar. 12, '66) " | 3,030,000 | 7 | various | 72-74 | " | 2,250,000 | 6 | " | 1874 | 100 | |
| " " " (Railroad) " | 1,569,000 | 7 | Jan. & July. | 1886 | " | 1,400,000 | 6 | " | 75-77 | 101 | |
| " " " (Sterling) " | 734,000 | 6 | Feb. & Aug. | 78-80 | " | General Fund Bonds | 700,000 | 7 | J. A. J. & O. | 1870 | |
| Illinois—Illi. and Mich. Causal. coupon | 1,157,223 | 5 | Mar. & Sept. | 1869 | " | 2,559,000 | 7 | Jan. & July. | 1877 | | |
| " " " registered | 1,229,697 | 6 | Jan. & July. | 1870 | " | 27,726,500 | 7 | " | 1877 | | |
| " " " State Bonds " | 948,910 | 6 | " | 1870 | " | 1,189,780 | 6 | pleas. | | | |
| " " " " | 435,253 | 6 | " | 1870 | " | 500,000 | 6 | " | 1868 | | |
| " " " War Loan Bonds " | 450,200 | 6 | " | 1870 | " | 809,000 | 6 | " | 1878 | 100 | |
| Indiana—State Bonds coupon | 1,191,992 | 2 | Jan. & July. | 1866 | " | Canal Fund Bonds | 3,050,000 | 6 | J. A. J. & O. | 1871 | |
| " " " " | 3,829,936 | 5 | " | 1866 | " | 6,000,000 | 6 | " | 1873 | 100 | |
| Iowa—State Bonds coupon | 180,000 | 5 | May & Nov. | 1866 | " | 2,250,000 | 6 | " | 1874 | 100 | |
| " " " War Loan Bonds " | 300,000 | 7 | Jan. & July. | 1868 | " | 1,400,000 | 6 | " | 75-77 | 101 | |
| Kansas—State Bonds coupon | 99,945 | 6 | Jan. & July. | 1875 | " | General Fund Bonds | 909,607 | 5 | Jan. & July. | pleas. | |
| " " " War Loan Bonds " | 500,000 | 6 | " | 1876 | " | 442,960 | 5 | May & Nov. | 1868 | | |
| Kentucky—State Bonds coupon | 901,000 | 6 | Jan. & July. | 1871 | " | 900,000 | 5 | Jan. & July. | 1875 | 91 | |
| " " " " | 1,421,000 | 6 | April & Oct. | 68-71 | " | 800,000 | 5 | " | 1878 | | |
| " " " " | 415,000 | 6 | May & Nov. | 1870 | " | 1,163,000 | 5 | J. A. J. & O. | 1868 | | |
| " " " " | 253,000 | 5 | April & Oct. | 67-73 | " | 167,000 | 5 | " | 1871 | | |
| " " " Military Bonds | 636,000 | 6 | various | 80-95 | " | 4,500,000 | 5 | " | 1874 | 98 | |
| Louisiana—State Bonds (Banks) coupon | 4,832,983 | 6 | Feb. & Aug. | 68-86 | " | 5,000,000 | 6 | Jan. & July. | 69-78 | 52 | |
| " " " (Railroads) " | 2,928,000 | 6 | " | 69-99 | " | 2,334,000 | 6 | Jan. & July. | 81-90 | | |
| " " " (Schools, etc.) " | 665,000 | 6 | Jan. & July. | 1897 | " | 3,500,000 | 6 | Jan. & July. | 90-91 | | |
| " " " (Loy. 1868) " | 1,000,000 | 6 | " | 1886 | " | 2,183,532 | 6 | Jan. & July. | 1900 | 53 | |
| " " " (New) " | 892,800 | 6 | " | 1886 | " | 2,100,000 | 6 | Jan. & July. | 1888 | 100 | |
| Maine—Mass. Land Debt of '63 | 150,000 | 6 | October. | 67-72 | " | 2,086,336 | 6 | Jan. & July. | 1888 | 100 | |
| " " " Civil Loans of 1865-'66 | 174,000 | 6 | " | 1867 | " | 2,188,000 | 6 | Jan. & July. | 1887 | 98 | |
| " " " 1867-61 " | 171,000 | 6 | various | 75-78 | " | 2,196,000 | 6 | April & Oct. | 80-91 | | |
| " " " War Loan of 1861 | 800,000 | 6 | " | 1868 | " | 269,000 | 6 | Jan. & July. | 1882 | 96 | |
| " " " 1868 " | 525,000 | 6 | " | 1871 | " | 4,095,309 | 6 | April & Oct. | 1883 | 98 | |
| " " " Bounty Loan of 1863 | 475,000 | 6 | Mar. & Sept. | 1883 | " | 7,766,000 | 6 | Jan. & July. | 1893 | | |
| " " " War Loan of 1864 | 475,000 | 6 | Feb. & Aug. | 1880 | " | 9,176,000 | 6 | Feb. & Aug. | 1894 | | |
| Maryland—State Bonds (Balt. & Susq. R.R.) (S & T.W.Can.) sterl. | 315,000 | 3 | J. A. J. & O. | 1890 | " | 798,828 | 5 | J. A. J. & O. | 77-79 | | |
| " " " (Balt. and Ohio R.R.) sterl. | 1,017,623 | 5 | " | 1885 | " | 3,275,000 | 6 | Jan. & July. | 71-90 | | |
| " " " (C. and O. Can.) sterl. | 24,000 | 5 | " | 1880 | " | 1,210,803 | 6 | " | 1887 | | |
| " " " (C. and O. Can.) sterl. | 1,405,507 | 5 | " | 1889 | " | 1,949,430 | 5 | April & Oct. | 1868 | 60 | |
| " " " (R. R. various) " | 120,000 | 5 | " | 1880 | " | 239,187 | 5 | " | 1868 | | |
| " " " (" curvey. " | 159,974 | 5 | " | 1880 | " | 1,706,000 | 6 | " | 1868 | | |
| " " " (B. & O. R.R.) sterl. | 3,277,389 | 5 | " | 1890 | " | 4,006,000 | 6 | Jan. & July | 30 yrs. 66 | | |
| " " " (C. and O. Can.) " | 3,259,616 | 5 | " | 1890 | " | 2,207,000 | 6 | " | Var. | | |
| " " " (Ches. & Ohio Can.) | 2,090,000 | 6 | " | 1870 | " | 6,000,000 | 6 | " | 1882 | 62 | |
| " " " (Balt. & Susq. R.R.) | 1,000,000 | 6 | " | 1870 | " | 4,66,250 | 5 | June & Dec. | 71-78 | 100 | |
| " " " (Bounty) " | 601,000 | 6 | " | 1870 | " | 10,000,000 | 6 | " | long. | | |
| " " " (Ches. & Ohio Can.) | 30,000 | 6 | " | 1885 | " | 10,000,000 | 6 | | | | |

AMERICAN RAILROAD JOURNAL.

1161

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. | |
|--|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|------------|
| Atlantic and Great Western : | | | | | | | | | | | | | | |
| 1864 | 150,718 | 164,438 | 166,493 | 194,902 | 200,807 | 205,626 | 205,512 | 356,408 | 401,103 | 357,228 | 355,344 | 328,828 | 3,235,492 | |
| 1865 | 289,445 | 347,211 | 452,340 | 355,045 | 472,498 | 410,800 | 498,582 | 596,584 | 641,481 | 757,446 | 684,243 | 576,365 | 5,525,335 | |
| 1866 | 475,641 | 438,279 | 385,991 | 412,521 | 464,507 | 493,243 | 466,998 | 568,589 | 533,150 | 599,670 | 474,056 | 388,573 | 5,696,119 | |
| 1867 | 377,852 | 380,190 | 489,555 | 407,018 | 465,102 | 388,306 | 400,550 | 461,879 | 488,177 | 477,528 | ----- | ----- | ----- | |
| Chicago and Alton : | | | | | | | | | | | | | | |
| 1863 | 109,850 | 101,355 | 104,372 | 122,084 | 132,301 | 145,542 | 149,187 | 157,048 | 170,044 | 170,910 | 156,869 | 153,294 | 1,673,706 | |
| 1864 | 100,991 | 154,418 | 195,903 | 162,723 | 178,788 | 206,090 | 224,257 | 312,165 | 354,554 | 320,879 | 307,803 | 262,015 | 2,710,454 | |
| 1865 | 280,508 | 275,235 | 299,063 | 258,490 | 322,278 | 355,270 | 335,985 | 406,251 | 401,280 | 367,966 | 307,919 | 236,824 | 3,840,092 | |
| 1866 | 226,153 | 222,241 | 290,111 | 269,249 | 329,851 | 371,544 | 321,597 | 387,289 | 322,638 | 360,223 | 323,080 | 271,247 | 3,695,153 | |
| 1867 | 240,038 | 142,947 | 238,362 | 283,921 | 338,691 | 543,471 | 856,142 | 421,484 | 422,164 | 430,108 | ----- | ----- | ----- | |
| Chicago, Rock Island and Pacific : | | | | | | | | | | | | | | |
| 1863 | 140,024 | 130,225 | 122,512 | 128,708 | 144,995 | 170,987 | 139,142 | 160,306 | 210,729 | 216,030 | 196,435 | 201,184 | 1,959,287 | |
| 1864 | 158,735 | 175,482 | 243,150 | 185,013 | 198,679 | 243,178 | 204,980 | 207,874 | 275,960 | 324,865 | 336,617 | 321,037 | 8,095,470 | |
| 1865 | 305,554 | 246,331 | 289,403 | 196,580 | 234,612 | 321,818 | 244,121 | 306,281 | 389,489 | 307,523 | 270,073 | 201,179 | 3,813,514 | |
| 1866 | 241,395 | 183,388 | 257,230 | 209,099 | 277,506 | 306,688 | 238,926 | 317,977 | 400,941 | 428,474 | 345,028 | 280,268 | 3,466,922 | |
| 1867 | 292,047 | 224,621 | 272,464 | 280,283 | 251,916 | 261,483 | 274,800 | 404,600 | 568,403 | 568,200 | 415,400 | ----- | ----- | |
| Chicago and Northwestern : | | | | | | | | | | | | | | |
| 1863 | 273,876 | 317,839 | 390,355 | 421,363 | 466,830 | 565,145 | 450,710 | 519,306 | 669,805 | 729,759 | 716,378 | 563,400 | 6,114,566 | |
| 1864 | 541,005 | 482,164 | 499,296 | 468,358 | 586,623 | 747,941 | 702,681 | 767,508 | 946,707 | 932,682 | 754,671 | 547,842 | 7,976,490 | |
| 1865 | 523,568 | 599,917 | 523,745 | 537,519 | 858,948 | 926,983 | 808,524 | 797,475 | 1,000,086 | 1,200,216 | 1,010,592 | 712,359 | 9,299,430 | |
| 1866 | 696,147 | 674,664 | 768,398 | 774,279 | 896,712 | 893,367 | 800,325 | 1,038,824 | 1,451,284 | 1,508,883 | ----- | ----- | ----- | |
| 1867 | 40,120 | 29,102 | 37,601 | 39,600 | 40,458 | 39,630 | 41,212 | 48,580 | 66,035 | 80,588 | 73,140 | 50,296 | 580,271 | |
| Des Moines Valley : | | | | | | | | | | | | | | |
| 1863 | 49,694 | 36,098 | 56,359 | 59,196 | 61,447 | 53,099 | 53,683 | 69,018 | ----- | ----- | ----- | ----- | ----- | |
| Erie : | | | | | | | | | | | | | | |
| 1863 | 845,695 | 830,949 | 956,445 | 948,059 | 848,783 | 770,148 | 731,243 | 637,002 | 816,801 | 965,294 | 1,024,640 | 1,035,321 | 10,460,481 | |
| 1864 | 984,837 | 924,133 | 1,114,508 | 1,099,507 | 1,072,298 | 1,041,975 | 904,317 | 1,105,364 | 1,301,005 | 1,222,568 | 1,224,909 | 1,234,217 | 12,299,643 | |
| 1865 | 1,001,007 | 947,146 | 1,256,566 | 1,458,455 | 1,133,461 | 1,177,372 | 1,202,180 | 1,331,046 | 1,336,615 | 1,438,689 | 1,622,472 | 1,429,765 | 15,434,775 | |
| 1866 | including Buffalo Division | 1,185,746 | 987,935 | 1,070,917 | 1,153,443 | 1,101,632 | 1,243,636 | 1,208,243 | 1,296,400 | 1,416,101 | 1,476,244 | 1,416,001 | 1,041,116 | 14,560,413 |
| 1867 | including Buffalo Division | 906,795 | 917,638 | 1,139,523 | 1,217,143 | 1,122,140 | 1,118,731 | 1,071,312 | 1,239,024 | 1,444,745 | 1,498,716 | ----- | ----- | ----- |
| Illinois Central : | | | | | | | | | | | | | | |
| 1863 | 299,944 | 271,065 | 275,643 | 289,224 | 324,687 | 407,992 | 343,929 | 511,305 | 478,576 | 496,433 | 437,879 | 424,531 | 4,571,028 | |
| 1864 | 327,900 | 416,588 | 459,762 | 422,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,391 | 657,141 | 608,402 | 6,329,447 | |
| 1865 | 571,536 | 528,972 | 616,685 | 516,608 | 460,573 | 617,692 | 578,403 | 747,469 | 739,732 | 641,589 | 645,887 | 518,088 | 7,181,208 | |
| 1866 | 608,058 | 506,266 | 505,465 | 411,605 | 569,256 | 567,679 | 480,626 | 578,253 | 571,348 | 661,971 | 588,219 | 504,066 | 6,546,741 | |
| 1867 | 660,458 | 564,201 | 417,352 | 420,365 | 477,607 | 496,616 | 497,879 | 684,377 | 705,259 | 761,409 | ----- | ----- | ----- | |
| Marietta and Cincinnati : | | | | | | | | | | | | | | |
| 1863 | 38,203 | 53,778 | 60,640 | 64,306 | 35,526 | 40,706 | 58,704 | 52,864 | 77,112 | 88,683 | 76,764 | 68,883 | 710,225 | |
| 1864 | 77,010 | 74,409 | 89,901 | 72,389 | 82,993 | 78,697 | 91,809 | 90,972 | 93,078 | 96,546 | 96,908 | 95,453 | 1,065,165 | |
| 1865 | 96,672 | 87,791 | 98,768 | 78,607 | 76,248 | 107,525 | 104,608 | 115,184 | 125,252 | 116,496 | 116,146 | 105,767 | 1,224,068 | |
| 1866 | 90,411 | 85,447 | 84,351 | 81,181 | 96,588 | 103,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,201,239 | |
| 1867 | 94,186 | 78,976 | 92,910 | 92,768 | 96,626 | 96,535 | 108,594 | 114,713 | 121,217 | 142,823 | ----- | ----- | ----- | |
| Milwaukee and Prairie du Chien : | | | | | | | | | | | | | | |
| 1863 | 67,180 | 76,132 | 44,925 | 88,177 | 106,967 | 111,260 | 71,587 | 69,353 | 155,417 | 205,055 | 138,842 | 112,913 | 1,247,268 | |
| 1864 | 102,749 | 115,135 | 88,221 | 140,418 | 186,747 | 212,209 | 189,547 | 132,399 | 163,218 | 178,520 | 149,099 | 117,013 | 1,711,281 | |
| 1865 | 98,184 | 74,283 | 70,740 | 106,689 | 146,943 | 224,838 | 217,160 | 170,555 | 228,020 | 310,595 | 220,840 | 110,684 | 1,956,712 | |
| 1866 | 121,776 | 84,397 | 72,135 | 108,082 | 267,488 | 262,173 | 170,795 | 116,224 | 160,989 | 245,701 | 244,864 | 98,787 | 1,933,900 | |
| 1867 | 143,000 | 85,000 | 72,000 | 87,510 | 119,104 | 114,579 | 131,000 | 113,707 | 277,830 | ----- | ----- | ----- | ----- | |
| Michigan Southern & Northern Indiana : | | | | | | | | | | | | | | |
| 1863 | 248,784 | 230,508 | 557,227 | 286,618 | 264,935 | 241,236 | 189,145 | 238,012 | 308,106 | 375,567 | 332,260 | 348,048 | 3,302,545 | |
| 1864 | 256,600 | 304,445 | 338,454 | 330,651 | 267,126 | 315,258 | 278,891 | 358,862 | 402,219 | 407,107 | 449,954 | 411,806 | 4,120,152 | |
| 1865 | 363,996 | 366,361 | 413,974 | 365,180 | 351,489 | 387,095 | 301,613 | 415,575 | 486,308 | 524,700 | 495,072 | 331,799 | 4,828,721 | |
| 1866 | 312,846 | 277,234 | 412,715 | 413,970 | 418,024 | 374,684 | 324,958 | 324,585 | 384,401 | 429,177 | 496,655 | 429,540 | 4,650,318 | |
| 1867 | 305,357 | 311,038 | 379,761 | 391,163 | 358,601 | 304,282 | 312,579 | 428,762 | 487,868 | 539,435 | ----- | ----- | ----- | |
| Michigan Central : | | | | | | | | | | | | | | |
| 1863 | 242,073 | 245,858 | 236,432 | 238,495 | 236,453 | 206,221 | 193,328 | 215,449 | 308,168 | 375,458 | 339,794 | 306,186 | 8,168,065 | |
| 1864 | 252,455 | 278,848 | 348,802 | 328,276 | 271,553 | 265,780 | 265,244 | 346,781 | 404,445 | 410,802 | 405,510 | 376,470 | 8,970,946 | |
| 1865 | 306,324 | 279,137 | 344,228 | 327,241 | 401,456 | 365,663 | 320,105 | 413,501 | 476,651 | 490,694 | 447,670 | 328,870 | 4,520,560 | |
| 1866 | 282,439 | 265,796 | 337,158 | 343,737 | 365,196 | 325,063 | 324,958 | 324,585 | 384,401 | 429,177 | 496,655 | 429,540 | 4,260,115 | |
| 1867 | 304,095 | 283,661 | 375,210 | 382,733 | 393,952 | 284,977 | 312,021 | 398,993 | 461,778 | 506,293 | ----- | ----- | ----- | |
| Milwaukee and St. Paul : | | | | | | | | | | | | | | |
| 1863 | 51,965 | 46,474 | 64,908 | 83,202 | 131,448 | 123,970 | 99,662 | 86,482 | 164,710 | 221,638 | 198,135 | 129,227 | 1,402,108 | |
| 1864 | 98,181 | 86,528 | 95,905 | 106,259 | 203,018 | 237,562 | 251,908 | 241,370 | 300,841 | 395,579 | 346,717 | 211,126 | 2,555,031 | |
| 1865 | 131,707 | 123,404 | 123,967 | 121,533 | 246,622 | 244,376 | 208,785 | 189,818 | 274,746 | 406,859 | 328,589 | 129,287 | 2,558,800 | |
| 1866 | 146,800 | 130,000 | 134,900 | 19,548 | 230,497 | 221,690 | 193,938 | 205,436 | 403,475 | ----- | ----- | ----- | ----- | |
| New York Central : | | | | | | | | | | | | | | |
| 1862 | 749,163 | 631,956 | 710,814 | 770,223 | 736,114 | 610,417 | 749,571 | 752,841 | 892,744 | 1,018,375 | 968,228 | 1,002,796 | 9,663,244 | |
| 1863 | 920,272 | 790,167 | 867,590 | 911,397 | 839,126 | 841,165 | 818,512 | 840,450 | 1,079,551 | 1,041,522 | 1,046,401 | 1,157,818 | 11,069,853 | |
| 1864 | 921,831 | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

(+) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | | Description. | Amount. | Interest. | Interest. | | | Price. |
|-----------------------------------|-------------|--------------|----------------|----------------|---------|--------------|--|-----------|---------------|----------------|---------------|---------|
| | | | When payable. | Where payable. | Due. | | | | When payable. | Where payable. | Due. | |
| Alabama and Florida: | | | | | | | | | | | | |
| Mortgage | \$300,000 | 7 | | | 1867 | | Chicago and Milwaukee: | 1,726,000 | 7 | Jan. & July. | New York. | 1898 |
| Convert. (guar. by Dir.) | 150,000 | 7 | | | 1863 | | 1st General Mort. | | | " | " | 25 |
| Alabama and Tenn. Rivers: | | | | | | | Chicago and Great Eastern: | 5,600,000 | 7 | Apr. & Oct. | New York. | 1896 |
| 1st Mortgage convertible | 833,000 | 7 | Jan. & July. | New York. | 1872 | | 1st Mortgage | | | " | " | 65 |
| 2d Mortgage | 225,705 | 8 | | | 1864 | | Chicago and Rock Island: | 1,397,000 | 7 | Jan. & July. | New York. | 1870 |
| Albany and Susquehanna: | | | | | | | Income bonds | 47,000 | 8 | May & Nov. | " | 102 |
| Mortgage | 2,114,000 | 7 | April & Oct. | Albany. | 1883 | | 1st Mort. (C. R. I. & Pa.) | 6,699,000 | 7 | Jan. & July. | " | 90 |
| Allegheny Valley: | | | | | | | Chicago and Northwestern: | | | | | |
| 1st Mortgage | 398,000 | 7 | April & Oct. | Pittsburg. | 1891 | | Preferred Sinking Fund | 1,250,000 | 7 | Feb. & Aug. | New York | 1885 |
| Atlantic and St. Western: | | | | | | | General 1st Mortgage | 3,600,000 | 7 | " | " | 84 |
| 1st Mortgage, N. Y. Division | 895,000 | 7 | Jan. & July. | London. | 1879 | | Funded Coupon Bonds | 756,000 | 7 | May & Nov. | " | 90 |
| 2d Mortgage | 774,700 | 7 | April & Oct. | " | 1881 | | Consolidated Sinking Fund | 3,040,000 | 7 | F. M. A. & N. | " | 81 |
| 1st Mortgage, Penn. | 2,224,900 | 7 | " | " | 1877 | | Equipment Bonds | 165,000 | 7 | Apr. & Oct. | " | 84 |
| 2d Mortgage | 918,500 | 7 | Jan. & July. | " | 1882 | | Equipment Bonds | 2,200,000 | 10 | May & Nov. | " | 94 |
| 1st Mortgage, Franklin Branch | 349,000 | 7 | June & Dec. | | | | Appleton Extension Bonds | 184,000 | 7 | Feb. & Aug. | " | 85 |
| 1st Mortgage, Ohio Division | 3,764,400 | 7 | April & Oct. | New York. | 1876 | | Green Bay Extension Bonds | 300,000 | 7 | " | " | 85 |
| 2d Mortgage | 2,880,000 | 7 | Jan. & July. | " | 1883 | | Flagg Trust Bonds | 200,000 | 8 | Jan. & July. | " | 75 |
| 1st Mortgage, Buffalo Extension | 1,492,000 | 7 | Feb. & Aug. | | | | Cincinnati, Hamilton and Dayton: | | | | | |
| 1st Mortgage, Silver Creek | 200,000 | 7 | March & Sept. | | | | 2d Mortgage | 1,260,000 | 7 | May & Nov. | New York. | 1880 |
| Consolidated Bonds | 16,333,500 | 7 | Quarterly. | London. | 1890 | | 3d Mortgage | 500,000 | 8 | " | " | 90 |
| Atlantic and St. Lawrence: | | | | | | | Cincinnati, and Zanesville: | | | | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | April & Oct. | Portland. | 1866 | | 1st Mortgage | 1,300,000 | 7 | May & Nov. | New York. | 1893 |
| Sterling Bonds (Coupon) | 484,000 | 6 | Nov. & May. | London. | 1878 | | 2d Mortgage | 850,000 | 7 | Feb. & Aug. | New York. | 1873 |
| City of Portland Loan (Coupon) | 1,000,000 | 6 | Various. | N.Y., P. & B. | '68-'70 | | 3d Mortgage | 587,000 | 8 | March & Sept. | " | 75 |
| Baltimore and Ohio: | | | | | | | Hubbard Branch | 105,600 | 7 | | | |
| Maryland Sterling Bonds of 1839. | 3,000,000 | 5 | Ja. Ap. Ju.Oc. | London. | 1838 | | Clev. Painesville and Ashtabula: | | | | | |
| Mortgage Coupon | " 1,552,000 | 5 | April & Oct. | Baltimore. | 1885 | 97 | Special (Sunbury and Erie) | 500,000 | 7 | Jan. & July. | New York. | 1878 |
| " " | 628,500 | 5 | Jan. & July. | " | 1880 | 99 | Dividend Mortgage | 1,000,000 | 7 | " | " | 1880 |
| " " | 1,024,750 | 6 | Jan. & July. | " | 1875 | 99 | Cleveland and Pittsburg: | | | | | |
| " " | 915,280 | 6 | Ja. Ap. Ju.Oc. | " | 1867 | 98 | 2d Mort. (M. L.) or 1st Extension | 1,129,000 | 7 | March & Sept. | New York. | 1878 |
| 5,000,000 | 6 | Jan. & July. | " | " | 1890 | 98 | 3d Mort. (M. L.) or 2d Extension | 1,619,500 | 7 | " | " | 87 |
| Balt. City Loan of 1855 | | | | | | | 4th Mort. (M. L.) or 3d Extension | 1,107,546 | 6 | Jan. & July. | " | 89 |
| Bay de Noquet and Marquette: | | | | | | | Clev. Columbus and Cin.: | | | | | |
| Income | 100,000 | 8 | April & Oct. | Boston. | 1870 | | 1st Mortgage, Coupon | 450,000 | 7 | Jan. & July. | New York. | '84-'90 |
| Bellefontaine and Indiana: | | | | | | | Junction 1st Mortgage 1st Div. | 27,000 | 7 | April & Oct. | New York. | 1887 |
| 1st Mortgage extended | 1,225,000 | 7 | Jan. & July. | New York. | '70-'90 | 90 | Junction 1st Mortgage 2d Div. | 126,000 | 7 | June & Dec. | " | 87 |
| 2d Mortgage | 433,000 | 7 | " | " | 1870 | 92 | C. & T. Mortgage Bonds | 692,000 | 7 | April & Oct. | " | 88 |
| Income bonds | 87,000 | 7 | | | | | C. and T. Income (convertible) | 6,000 | 7 | March & Sept. | " | 87 |
| Belvidere Delaware: | | | | | | | C. and T. (F. F.) Mortgage | 2,021,000 | 7 | Jan. & July. | " | 88 |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | June & Dec. | New York. | 1867 | 84 | Columbus and Indiana Central | | | | | |
| 2d Mortgage (do.) | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 81 | 1st mortgage | 8,200,000 | 7 | Jan. & July. | New York. | --- |
| 3d Mortgage (do.) | 745,000 | 6 | Feb. & Aug. | " | 1877 | 81 | 2d mortgage | 1,000,000 | 7 | May & Nov. | " | --- |
| Boston Concord and Montreal: | | | | | | | Columbus and Xenia: | | | | | |
| 1st Mortgage | 61,000 | 6 | Feb. & Aug. | Boston. | 1865 | | Mortgage | 248,000 | 6 | March & Sep. | Columbus. | 1890 |
| 1st Mortgage | 300,000 | 7 | " | New York. | 1865 | | Connecticut River: | | | | | |
| 2d Mortgage Coupons | 100,000 | 6 | Jan. & July. | Boston. | 1870 | 95 | Mortgage | 250,000 | 6 | March & Sept. | Boston. | 1878 |
| 2d Mortgage Coupons | 250,000 | 7 | " | New York. | 1870 | 95 | Connectic't and Passump. Rivers: | | | | | |
| Sinking Fund | 326,000 | 6 | " | Boston. | 1889 | 93 | 1st Mortgage | 573,800 | 6 | June & Dec. | Boston. | 1876 |
| Boston and Lowell: | | | | | | | Cumberland Valley: | | | | | |
| Mortgage | 440,000 | 6 | Jan. & July. | Boston. | 1873 | 104 | 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 |
| " | 200,000 | 6 | April & Oct. | " | 1879 | 93 | 2d Mortgage | 109,500 | 8 | " | " | 105 |
| Buffalo, Bradford and Pittsburg: | | | | | | | Dayton and Michigan: | | | | | |
| 1st Mortgage | 1,766,000 | 7 | Jan. & July. | New York. | 1886 | | 1st Mortgage | 283,000 | 7 | Jan. & July. | New York. | 1887 |
| Buffalo, New York and Erie: | | | | | | | 2d Mortgage | 2,589,000 | 7 | " | " | 87 |
| 1st Mortgage coupon | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 93 | 3d Mortgage | 642,000 | 7 | " | " | 87 |
| 2d Mortgage coupon | 386,000 | 7 | May & Nov. | " | 1872 | 85 | Toledo depot bonds | 169,500 | 7 | | | |
| Buffalo and State Line: | | | | | | | Dayton and Western: | | | | | |
| 1st Mortgage | 500,000 | 7 | April & Oct. | New York. | 1866 | 98 | 1st Mortgage | 289,000 | 7 | March & Sept. | New York. | 1882 |
| Income (\$ in '69, \$ in '72) | 200,000 | 7 | Jan. & July. | " | var. | | 2d Mortgage | 250,000 | 7 | June & Dec. | " | 40 |
| Special Erie and North-East | 149,000 | 7 | " | " | '61-'70 | | Delaware: | | | | | |
| Burlington and Missouri: | | | | | | | 1st Mort. guar. by P. W. & B. | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 |
| New Land Mortgage | 1,429,000 | 7 | April & Oct. | New York. | 1870 | 104 | Guaranteed. | 100,000 | 6 | " | " | 80 |
| Convertible bonds | 600,000 | 7 | Jan. & July. | " | 1870 | 104 | State Loan | 170,000 | 6 | " | " | 75 |
| Old Road bonds | 121,100 | 7 | | | | | Delaware, Lackawanna and W'n: | | | | | |
| Camden and Amboy: | | | | | | | 1st Mortgage (Lack. & Western) | 572,000 | 7 | Jan. & July. | New York. | 1871 |
| English debt (S. F.) £380,550 | 1,841,862 | 6 | Semi-annual. | London. | 1880 | | 1st Mortgage (E. Extension) | 1,222,500 | 7 | April & Oct. | " | 75 |
| American Loan | 3,335 | 6 | " | New York. | 1864 | | 2d Mortgage | 1,668,000 | 7 | March & Sept. | " | 81 |
| Loan for \$500,000 | 210,600 | 6 | " | " | 1867 | 106 | Des Moines Valley: | | | | | |
| " " | \$800,000 | 6 | " | " | 1870 | 95 | 1st Mortgage coupon | 1,740,000 | 8 | April & Oct. | New York. | 1877 |
| " " | \$675,000 | 6 | " | " | 1875 | 87 | Income | 343,000 | 7 | Jan. & July. | " | 80 |
| " " | \$1,700,000 | 6 | Feb. & Aug. | " | 1883 | 87 | 2d Mortgage | 1,740,000 | 8 | " | " | 87 |
| " " | 867,000 | 6 | May & Nov. | " | 1889 | 92 | 3d Mortgage (convertible) | 2,500,000 | 7 | Jan. & July. | New York. | 1875 |
| Consolid. Mort. Loan \$5,000,000 | 4,437,300 | 6 | June & Dec. | " | 1889 | 92 | 3d Mortgage (convertible) | 1,000,000 | 8 | " | " | 86 |
| Garden and Atlantic: | | | | | | | 4th Mortgage (G. W. R. R.) | 750,000 | 10 | " | " | 83 |
| 1st Mortgage Coupon | 541,775 | 7 | Feb. & Aug. | Cooper's Point | 1872 | 90 | Dubuque and Sioux City: | | | | | |
| 2d Mortgage | 493,000 | 6 | April & Oct. | " | 1878 | 75 | 1st Mort. (S. F.) coupon 1st Div. | 300,000 | 7 | May & Nov. | New York. | 1883 |
| Oatawissa: | | | | | | | Construction bonds, 2d Div'n. | 66,000 | ----- | | | |
| 1st Mortgage | 279,000 | 7 | May & Nov. | Philadelphia. | 1882 | | 2d Mortgage (convertible) | 420,000 | 5 | Jan. & July. | London. | 1872 |
| Central of New Jersey: | | | | | | | 3d Mortgage (convertible) | 739,200 | 6 | Feb. & Aug. | Boston. | 1874 |
| 1st Mortgage | 900,000 | 7 | Feb. & Aug. | New York. | 1870 | 104 | 1st Mort. (S. F.) \$75,000 a yr after 64 | 425,000 | 5 | Ja. Ap. Ju.Oc. | " | 94 |
| 2d Mortgage | 600,000 | 7 | May & Nov. | " | 1875 | 104 | Easier Railroad Bonds | 214,400 | 6 | | | 86 |
| Central Ohio: | | | | | | | East Tennessee and Georgia: | | | | | |
| 1st Mortgage W Div. | 450,000 | 7 | May & Nov. | Zanesville. | 1860 | 82 | Endorsed by State of Tennessee | 130,480 | ----- | | | |
| 1st Mortgage E Div. | 800,000 | 7 | Feb. & Aug. | " | 1865 | | Mortgage (ordinary) | 780,490 | ----- | | | |
| 2d Mortgage | 800,000 | 7 | March & Sept. | Baltimore. | 1885 | 101 | State of Tennessee and Virginia: | | | | | |
| 2d Mortgage (S. F.) | 260,000 | 7 | " | " | 1885 | 85 | State of Tennessee Bonds | 1,899,000 | 6 | | | |
| 4th Mortgage (S. F.) | 1,265,800 | 7 | " | " | 1875 | 50 | Endorsed by State of Tennessee | 183,000 | ----- | | | |
| Income | 1,192,200 | 7 | Jan. & July. | " | 1877 | 50 | 1st Mortgage (after State) | 74,000 | ----- | | | |
| Central Pacific of California: | | | | | | | 2d Mortgage bonds | 14,000 | ----- | | | |
| 1st Mortgage | 1,236,000 | 6 | Jan. & July. | New York. | 1866 | 94 | Elmira and Williamsport: | | | | | |
| Convertible bonds | 1,000,000 | 7 | " | " | 1883 | 100 | 1st Mortgage | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 |
| Ohioshire: | | | | | | | Five per cent bonds | 570,000 | 8 | April & Oct. | " | 94 |
| Bonds of '75, '77, '80 | 673,200 | 6 | Jan. & July. | Boston. | 1875 | 92 | Erie and North-East: | | | | | |
| Chicago, Burlington & Quincy: | | | | | | | Exchanged for Buff. and St. L. | 149,000 | 7 | Jan. & July. | New York. | 61-'70 |
| Trust Mort. S. F. convertible | 194,000 | 8 | Jan. & July. | New York. | 1883 | 110 | Evansville and Crawfordsville: | | | | | |
| " " " " inconvertible | 3,123,000 | 8 | " | " | 1883 | 92 | Mortgage Bonds | 1,000,000 | 7 | May & Nov. | New York. | 1869 |
| P'ain Bonds, dated Sept. 20, 1860 | 680,000 | 7 | March & Sept. | " | 1890 | | Mortgage Bonds | 150,000 | 7 | Feb. & Aug. | " | 83 |
| 2d Mortgage, inconvertible | 941,000 | 4 | July. | Frankfort o.M. | 1890 | | Florida: | | | | | |
| | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

^{*)} signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var. " that the bonds fall due at different periods.

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description | Amount | Interest | Interest. | | | Due | Price | Description | Amount | Interest | Interest. | | | Due | Price |
|--------------------------------------|-----------|------------------|---------------|----------------|------|-----|--------------------------------------|------------------------|--------------------|-----------------------|---------------|----------------|-----|-----|-------|
| | | | When payable. | Where payable. | Due | | | | | | When payable. | Where payable. | Due | | |
| North Carolina: | | | | | | | | Richmond and Danville: | | | | | | | |
| Mortgage Loan | \$339,000 | 8 Mar. & Sept. | | | 1867 | | | Guaranteed by State | 200,000 | 7 April & Oct. | Richmond | " 75-76 | | | |
| North-Eastern (S. C.): | | | | | | | | Mortgage (Coupon) | 322,000 | 7 Feb. & Aug. | " | 1875 | | | |
| 1st Mortgage | 700,000 | 7 March & Sep. | Charleston | 1869 | | | Mortgage (Registered) | 504,000 | 7 " | " | 1873 | | | | |
| 2d Mortgage | 145,000 | 7 " | " | 1868 | | | Richmond and Petersburg: | | | | | | | | |
| Pref. Stock (seed 2d mort. bds) | 165,000 | 8 May & Nov. | " | 1873 | | | Mortgage bonds | 130,500 | 7 June & Dec. | Petersburg | 1875 | | | | |
| Northern Central: | | | | | | | Mortgage Bonds | 175,000 | 8 March & Sept. | Petersburg | 1870 | | | | |
| Md. State Loan (Irredeemable) | 1,500,000 | 6 Ja. Ap. Ju.Oc. | Baltimore | | | | Rome, Watertown and Ogdensb.: | | | | | | | | |
| York and Cumberland 1st Mort. | 175,000 | 6 May & Nov. | " | 1870 | 95 | | 1st Mortgage (S. F.) | 200,000 | 7 June & Dec. | New York | 1891 | | | | |
| York and Cumberland 2d Mort. | 25,000 | 6 Jan. & July. | " | 1871 | | | Rutland and Burlington: | 530,000 | 7 June & Dec. | New York | 1891 | | | | |
| Y. and C. guar. by Balt. 3d Mort. | 500,000 | 6 " | " | 1877 | 94 | | 1st Mortgage | 1,800,000 | 7 Feb. & Aug. | Boston | 1863 | 143 | | | |
| Northern Central, 2d Mort. | 2,500,000 | 6 Jan. & July. | " | 1885 | 84 | | 2d Mortgage | 937,500 | 7 " | " | 1863 | 40 | | | |
| North. Cen., 3d Mort. (\$2,500,000) | 724,500 | 6 April & Oct | " | 1900 | 8 | | 3d Mortgage | 440,000 | 7 " | " | 1863 | 3 | | | |
| North Pennsylvania: | | | | | | | Sacramento Valley: | | | | | | | | |
| Mortgage | 2,500,000 | 6 April & Oct. | Philadelphia | 1875 | 88 | | 1st Mortgage | 400,000 | 10 Jan. & July. | New York | 1875 | 118 | | | |
| Chattel Mortgage | 300,000 | 10 " | " | 1887 | 112 | | 2d Mortgage | 329,000 | 10 Feb. & Aug. | San Francisco | 1881 | | | | |
| Northern (N. H.): | | | | | | | Sandusky, Dayton and Cincinnati: | | | | | | | | |
| Bonds due 1864 and 1874 | 145,400 | 6 April & Oct. | Boston | 1874 | 94 | | 1st Mortgage | 981,000 | 7 Feb. & Aug. | | 1900 | 75 | | | |
| Norwich and Worcester: | | | | | | | 3d Mortgage | 148,000 | 7 | | | | | | |
| Masa. State Loan | 195,000 | 6 Jan. & July. | Boston | 1877 | | | Six per cent | 73,972 | 6 | | | | | | |
| Bonds for Dividend Script | 59,000 | 7 " | " | 1874 | " | | Sand'sky, Mansfield and Newark: | | | | | | | | |
| Steamboat Bonds | 98,000 | 7 Feb & Aug. | " | 1874 | | | 1st Mortgage | 1,290,000 | 7 Jan. & July. | New York | 1866 | | | | |
| Ohio and Mississippi: | | | | | | | Seaboard and Roanoke: | | | | | | | | |
| 1st Mortgage—Eastern Division | 2,050,000 | 7 Jan. & July. | New York | 1872 | 89 | | 1st Mortgage | 210,000 | 7 | | | | | | |
| 1st Mortgage—Western | 850,000 | 7 " | " | 1872 | | | 3d Mortgage | 71,000 | 7 | | | | | | |
| 2d Mortgage—Western | 750,000 | 7 " | " | 1874 | | | Registered Convertible | 123,893 | 7 | | | | | | |
| Orange and Alexandria: | | | | | | | South Carolina: | | | | | | | | |
| 1st Mortgage | 400,000 | 6 May & Nov. | New York | 1866 | | | State Loan | 187,000 | 6 | | | | | | |
| 2d Mortgage or 1st Extension | 1,110,500 | 6 Jan. & July. | " | 1875 | | | Domestic Bonds | 284,500 | 6 Jan. & July. | " | 1868 | | | | |
| 2d Extension | 570,500 | 8 May & Nov. | " | 1873 | 58 | | Domestic Bonds | 643,500 | 7 April & Oct. | " | 1869-71 | | | | |
| Ogdensburg & Lake Champlain: | | | | | | | Sterl. Skg I'd bds after Jan. 1, 170 | 2,012,994 | 5 Jan. & July. | London | 1886 | | | | |
| 1st Mortgage | 1,257,100 | 7 April & Oct. | Boston | 1869 | 99 | | Do. do. do. | 273,167 | 5 Jan. & July. | Charleston | 1886 | | | | |
| Oswego and Syracuse: | | | | | | | Southern Mississippi: | 500,000 | — | | | | | | |
| 1st Mortgage | 336,000 | 6 Jan. & July. | Oswego | 70-80 | — | | South-Western (Ga.): | 437,000 | — | | | | | | |
| Pacific (Mo.): | | | | | | | 1st Mortgage | 1,500,000 | 7 Jan. & July. | Philadelphia | 1870 | | | | |
| Construction Main Line | 1,500,000 | 7 Jan. & July. | New York | '68-70 | 96 | | Stenbys and Ind. (P. G. and C.): | 437,000 | — | | | | | | |
| Panama: | | | | | | | 1st Mortgage | 1,500,000 | 7 Jan. & July. | Philadelphia | 1870 | | | | |
| 1st Mortgage Sterling | 416,000 | 7 April & Oct. | London | 1870 | | | Sunbury and Erie: | 1,000,000 | 7 April & Oct. | Philadelphia | 1877 | 97 | | | |
| 1st Mortgage Sterling | 346,000 | 7 April & Oct. | " | 1875 | | | 1st Mort. (Sunbury to W'nspr't) | 1,400,000 | 7 April & Oct. | New York | 1876 | | | | |
| 2d Mortgage Sterling | 1,150,000 | 7 Feb. & Aug. | " | 1872 | | | Syracuse, Binghamton and N. Y.: | 1,100,000 | 7 Jan. & July. | New York | 1894 | 44 | | | |
| Peninsula: | | | | | | | 1st Mortgage Coupon | 1,100,000 | 7 April & Oct. | " | 1894 | | | | |
| 1st Mortgage | 1,075,000 | 7 March & Sept. | New York | 1898 | 76 | | St. Louis, Alton & Terre Haute: | 1,100,000 | 7 Jan. & July. | New York | 1894 | 44 | | | |
| Pennsylvania: | | | | | | | 1st Mortgage (series A) | 1,000,000 | 7 Jan. & July. | " | 1894 | | | | |
| 1st Mortgage | 4,930,000 | 6 Jan. & July. | Philadelphia | 1890 | 100 | | 2d " prof. (series C) | 1,000,000 | 7 Feb. & Aug. | " | 1894 | | | | |
| 2d Mortgage | 2,621,000 | 6 April & Oct. | " | 1875 | 98 | | 2d " (series D) | 1,400,000 | 7 May & Nov. | " | 1894 | 50 | | | |
| 2d Mortgage Sterling | 2,283,840 | 6 " | London | 1875 | 92 | | " " Income (series E) | 1,700,000 | 7 " " | " | 1894 | 76 | | | |
| State Works Bonds | 6,700,000 | 5 Jan. & July. | Harrisburg | 1894 | 102 | | St. L. Jackson, and Chicago: | 1,372,000 | 7 April & Oct. | New York | 1894 | | | | |
| Penobscot and Kennebec: | | | | | | | 1st Mortgage | 1,200,000 | 8 March & Sept. | " | 1892 | | | | |
| Bangor City 1st Mort. (Coupon) | 631,000 | 6 April & Oct. | Boston | 1876 | 74 | | St. Paul and Pacific 1st Division: | 120,000 | 7 Jan. & July. | " | 1892 | | | | |
| 2d Mortgage (Coupon) | 300,000 | 6 Feb. & Aug. | Bangor | 1876 | | | 1st Mortgage (10 miles) | 700,000 | 7 Jan. & July. | " | 1892 | | | | |
| Petersburg and Lynchburg (S. Side): | | | | | | | 1st Mort. (70 m.) 2d mort. (10 m.) | 1,200,000 | 7 June & Dec. | " | 1892 | | | | |
| 1st Mortgage ('70-'75) | 800,000 | 6 Jan. & July. | Petersburg | 70-75 | | | 1st Land Grant Mortgage | 1,600,000 | 7 June & Dec. | New York | 1894 | | | | |
| 2d Mortgage (1862-'70-'72) | 314,900 | 6 " | " | 1872 | | | Toledo, Peoria & Warsaw: | 900,000 | 7 Feb. & Aug. | New York | 1890 | 88 | | | |
| Special Mortgage (1865-'68) | 175,000 | 6 " | " | 1868 | | | 1st Mortgage | 2,500,000 | 7 May & Nov. | " | 1878 | 78 | | | |
| Last Mortgage (1863 to 1860) | 42,000 | 8 " | " | 1869 | | | 1st M. (Toledo and Illinois) | 1,000,000 | 7 May & Nov. | " | 1878 | 78 | | | |
| Phila., Germanv' and Norristv'n: | | | | | | | 2d M. (Toledo and Wabash) | 1,500,000 | 7 May & Nov. | " | 1878 | 78 | | | |
| Convertible Loan | 292,500 | 6 Jan. & July. | Philadelphia | 1885 | | | 2d M. (Wabash and Western) | 1,920,000 | 7 April & Oct. | " | 1871 | 64 | | | |
| Philadelphia and Erie: | | | | | | | Sinking Fund bds (T. W. & W.) | 600,000 | 7 May & Nov. | New York | 1882 | 70 | | | |
| 1st Mortgage (Sunb. and Erie) | 1,000,000 | 7 April & Oct. | Philadelphia | 1877 | 98 | | Vermont Central: | 2,000,000 | 7 May & Nov. | Boston | 1881 | 63 | | | |
| 1st Mortgage (general) | 5,000,000 | 6 " | " | 1881 | 90 | | 1st Mortgage Coupon | 1,500,000 | 7 Jan. & July. | " | 1887 | 25 | | | |
| 2d Mortgage | 3,000,000 | 7 " | " | 1885 | | | 2d Mortgage Coupon | 1,500,000 | 7 Jan. & July. | Boston | 1888 | 90 | | | |
| 3d Mortgage | 4,000,000 | 6 " | " | 1901 | | | Vermont and Massachusetts: | 924,905 | 6 Jan. & July. | Boston | 1888 | 90 | | | |
| Philadelphia and Reading: | | | | | | | Virginia Central: | 100,000 | 6 Jan. & July. | Richmond | 1880 | | | | |
| Bonds of 1838, (unconvertible) | 182,400 | 5 Jan. & July. | Philadelphia | 1880 | | | 1st Mortgage (coupons) | 206,500 | 5 " | Richmond & Petersburg | 1872 | | | | |
| " 1849 | 2,695,600 | 6 April & Oct. | " | 1870 | 95 | | State Loan 1869-'70 | 983,000 | 6 " | New York | 1884 | | | | |
| " 1861 | 106,000 | 6 Jan. & July. | " | 1871 | 91 | | Coupon bonds of 1865 | 210,000 | 6 " | " | 1876 | | | | |
| " 1843 | 1,525,800 | 6 " | " | 1880 | 91 | | Funding Interest bonds | 53,000 | 8 | " | 1876 | | | | |
| " 1844 | 804,000 | 6 " | " | 1880 | 91 | | Dividend bonds | 121,227 | 6 | " | 1876 | | | | |
| " 1848 | 101,000 | 6 " | " | 1880 | 92 | | Virginia and Tennessee: | 494,000 | 6 Jan. & July. | New York | 1872 | | | | |
| " 1849 | 67,000 | 6 " | " | 1880 | 92 | | 1st Mortgage | 23,500 | 6 " | " | 1878 | | | | |
| " 1857, (convertible) | 415,500 | 6 " | " | 1886 | 97 | | 2d Mortgage | 314,500 | 6 " | " | 1865 | 55 | | | |
| " 1856 | 60,000 | 7 " | " | 1886 | | | 3d or Income Mortgage | 593,800 | 6 " | " | 1894 | | | | |
| Phila., Wilmington and Baltimore: | | | | | | | Enlarged Mortgage | 772,000 | 7 April & Oct. | New York | 1880 | 84 | | | |
| Mortgage Loan | 450,000 | 6 Jan. & July. | Philadelphia | 1884 | 95 | | Warren (N. J.): | 600,000 | 7 Feb. & Aug. | New York | 1875 | | | | |
| Pittsburg and Connellsille: | | | | | | | 1st Mortgage | 85,000 | 7 April & Oct. | New York | 1880 | 84 | | | |
| 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 Feb. & Aug. | New York | 1889 | 74 | | 1st Mortgage | 709,500 | 7 March & Sept. | New York | 1880 | | | | |
| Pittsburg, N. Y., Wayne and Chicago: | | | | | | | Watertown and Rome: | 4,319,520 | 5 April & Oct. | London | 1881 | 63 | | | |
| 1st Mortgage (series A): | 875,000 | 7 Jan. & July. | New York | 1912 | 105 | | Mortgage (new bonds) | 936,500 | 6 " | Boston | 1875 | 63 | | | |
| " (series B): | 875,000 | 7 Feb. & Aug. | " | 1912 | 111 | | Western (Mass.): | 1,800,000 | 7 May & Nov. | " | 1864 | | | | |
| " (series C): | 875,000 | 7 Mar. & Sept. | " | 1912 | 111 | | Sterling (£899,900) | 576,887 | 6 June & Dec. | London | 1881 | | | | |
| " (series D): | 875,000 | 7 April & Oct. | " | 1912 | 111 | | Dollar Bonds | 197,777 | 7 | " | 1881 | | | | |
| " (series E): | 875,000 | 7 May & Nov. | " | 1912 | 111 | | West Jersey: | 238,000 | 6 March & Sep. | Camden | 1883 | 87 | | | |
| " (series F): | 875,000 | 7 Jun. & Dec. | " | 1912 | 111 | | 1st Mortgage | 772,000 | 7 | " | 1896 | | | | |
| 2d Mortgage (series G): | 860,000 | 7 Jan. & July. | " | 1912 | 108 | | 2d Mortgage | 596,000 | 6 Jan. & July.</td | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (...) signify "not ascertained." Land-Grant Railroads are in "italic."

| Years ending. | Railroad. | | Equipment. | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings | | | | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|-------------------------------|---------------------------------|----------------------|---------------|--------------|----------------|---------------|--|---------------------------|---|------------|------------|-----------|-----------|---------|----|---|---|
| | Main Line. | Laterals and Branch Lines | 2nd Track and Sidings. | Road in progress or projected. | | Property and Assets. | | | Liabilities. | | | Road operated, incl. road leased, etc. | | Mileage run by locomotives with trains. | Gross. | Dividends. | Price of | | | | | |
| | M. | M. | M. | M. | | No. | Passenger. | Freight, etc. | Engines. | Rolling Stock. | Other Assets. | Share Capital paid in. | Bonded and Mortgage Debt. | Other Liabilities. | M. | M. | \$ | P. c. | | | | |
| 30 Jun. '60 | 65.0 | — | — | 50.6 | Alabama and Florida | 1,451,386 | * | — | — | 877,953 | 503,500 | 105,255 | 1,515,704 | 54.0 | 101,102 | 27,866 | — | — | | | | |
| 23 Feb. '59 | 30.8 | — | — | 58.1 | 2 2 19 | Alabama and Mississippi | 461,505 | 30,991 | — | — | 335,010 | 109,500 | 21,632 | 518,965 | 30.8 | 55,791 | 31,852 | — | — | | | |
| 31 May '60 | 109.6 | — | — | 57.8 | 11 9 | Ala. and Tennessee Rivers | 2,261,927 | 184,906 | — | — | 1,067,006 | 777,777 | 240,485 | 2,476,023 | 109.6 | 207,926 | 111,232 | — | — | | | |
| 30 Jun. '59 | 57.0 | — | — | 171.8 | — | Mobile and Girard | 1,500,000 | * | — | — | — | — | — | — | 67.0 | 236,791 | 76,775 | 21,006 | — | — | | |
| 31 Dec. '58 | 49.3 | 13.5 | — | 49.4 | 21 20 | Mobile and Ohio | 9,258,002 | 2,189,562 | — | — | 3,615,400 | 7,661,831 | 1,691,391 | 17,922,359 | 482.5 | 8 mos. | 1,324,847 | 642,499 | — | — | | |
| 23 Feb. '67 | 88.5 | 28.4 | — | — | 21 12 | Montgomery and West Point | 2,439,420 | 308,967 | 315,199 | — | 1,644,104 | 1,130,700 | 238,781 | 3,068,598 | 116.9 | 170,707 | 449,007 | 189,402 | — | — | | |
| 1 Nov. '58 | 38.5 | — | — | 107.5 | — | Arkansas | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 30 Dec. '60 | 22.5 | — | — | — | — | Memphis and Little Rock | 553,877 | * | — | — | 251,524 | 446,000 | 10,725 | 611,949 | — | — | — | — | — | — | | |
| — | — | — | — | — | — | Sacramento Valley | 1,493,850 | * | — | — | 798,850 | 700,000 | — | 1,493,850 | 22.5 | — | 230,351 | 104,004 | — | — | | |
| 31 July '65 | 23.8 | — | — | 1.9 | 6 5 | Danbury and Norwalk | 345,798 | 66,483 | 8,256 | 306,900 | 100,000 | — | — | 23.8 | 58,855 | 106,833 | 26,249 | 3 | — | — | | |
| 31 Jan. '66 | 122.4 | 17.7 | 75.1 | 20 | 310 | Hartford, Provid. and Fishkill | 3,902,356 | 302,511 | — | 2,087,940 | 1,936,740 | — | — | — | 122.4 | 319,483 | 644,726 | 166,186 | — | — | — | |
| 31 Aug. '67 | 61.4 | 10.2 | 68.9 | 25 42 | 434 | Hartford and New Haven | 3,288,932 | 254,000 | 1,403,095 | 8,000,000 | 927,000 | 104,188 | 4,946,027 | 75.2 | 546,113 | 1,685,334 | 692,288 | 12 | 174 | — | | |
| 31 Dec. '65 | 74.0 | — | 8.9 | 10 12 | 261 | Housatonic | 2,439,775 | * | 347,819 | 2,000,000 | 222,500 | 150,848 | 2,787,594 | 124.0 | 192,989 | 478,095 | 65,468 | — | — | — | | |
| 31 Dec. '65 | 57.0 | — | 2.0 | 8 11 | 188 | Naugatuck | 1,465,039 | * | — | — | 1,100,000 | 295,000 | 34,065 | 62.0 | 159,074 | 419,469 | 135,922 | 10 | — | — | | |
| 28 Feb. '68 | 50.0 | — | 8 10 | 30 | N. Haven, N. London and Ston. | 1,454,040 | * | — | — | 738,588 | 766,000 | — | — | 62.0 | 67,143 | loss | — | — | — | — | | |
| 30 Nov. '66 | 85.0 | 5.8 | — | 4 3 | 22 | New Haven and Northampton | 2,279,606 | * | 2,379,606 | 1,224,100 | 650,000 | — | — | — | 1,874,100 | 30.0 | 60,067 | 79,866 | loss | — | — | |
| 30 Nov. '66 | 100.0 | — | — | 14 18 | 150 | New London Northern | 658,805 | * | — | — | 386,000 | 353,283 | 122,500 | 1,870,783 | 100.0 | 228,845 | 332,570 | 58,064 | 8 | 86 | — | |
| 31 Mar. '67 | 61.3 | 1.0 | 63.8 | 35 68 | 410 | New York and New Haven | 4,877,811 | 1,021,678 | 908,900 | 6,000,000 | 1,079,500 | 258,046 | 8,272,183 | 117.4 | 787,826 | 2,068,260 | 704,016 | 10 | 125 | — | | |
| 30 Nov. '66 | 59.4 | 7.0 | 9.2 | 19 19 | 456 | Norwich and Worcester | 2,463,988 | 149,711 | 666,663 | 2,363,800 | 555,000 | 6,112 | 3,280,357 | 66.4 | 306,149 | 750,678 | 260,528 | 10 | 92 | — | | |
| 31 Oct. '60 | 84.3 | — | 10.7 | — | — | Delaware | 1,552,257 | — | — | — | 408,182 | 870,000 | 271,877 | 1,607,684 | 84.3 | 136,631 | 158,970 | 41,466 | 9 | — | — | |
| 31 Oct. '62 | 16.2 | — | — | — | — | Newcastle and Frenchtown | 704,860 | — | 18,835 | 744,520 | — | 5,024 | 749,044 | 5.0 | — | 27,288 | 10,200 | 9 | — | — | | |
| — | — | — | — | — | — | Florida | — | — | — | — | 191,485 | 195,000 | 75,894 | 610,112 | 32.0 | — | 7,857 | 3,835 | — | — | — | |
| 30 Apr. '60 | 32.0 | — | 3.0 | 18.0 | 3 1 | Florida and Alabama | 532,791 | 30,586 | — | — | — | — | — | — | — | — | — | — | — | — | | |
| — | — | — | — | 5.0 | — | Flo., Atlantic and Gulf Central | — | — | — | — | — | — | — | — | 29.4 | — | — | — | — | — | | |
| — | — | — | — | 10.0 | 153.5 | Pensacola and Georgia | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Jun. '67 | 38.7 | — | 18 6 | 88 | Atlanta and West Point | 1,290,079 | * | 145,551 | 1,232,200 | 35,500 | 55,575 | 1,046,632 | 86.7 | — | 391,477 | 68,880 | 38 | — | — | — | | |
| — | — | — | 8.7 | 70.9 | — | Atlanta and Gulf-M. Trunk | 1,032,200 | * | — | — | 733,700 | 129,500 | — | — | 30.0 | — | — | — | — | — | — | |
| 31 Dec. '60 | 53.0 | — | — | — | — | Augusta and Savannah | 755,000 | * | — | — | 151,887 | — | — | 53.0 | — | 168,988 | 95,612 | — | — | — | | |
| 30 Apr. '60 | 43.5 | — | 23.7 | — | — | Brunswick and Florida | — | — | — | — | 1,840,923 | 4,686,800 | 786,000 | 183,910 | 6,686,956 | 299.0 | — | 1,784,749 | 359,214 | — | — | |
| 30 Nov. '66 | 191.0 | — | 49 31 | 501 | 501 | Central of Georgia (and Bank) | 4,472,000 | * | 1,994,361 | 4,156,000 | 386,000 | 241,982 | 7,175,231 | 242.0 | — | 1,133,142 | 246,356 | 64 | — | — | | |
| 31 Mar. '67 | 71.0 | 71.0 | — | 45 25 | 407 | Georgia (and Bank) | 5,166,000 | * | — | — | 1,500,000 | — | 12,295 | 1,658,976 | 102.5 | 226,241 | 404,618 | 212,676 | 10 | — | — | |
| 30 Nov. '66 | 102.5 | — | 19 16 | 171 | 171 | Macon and Western | — | — | — | — | 669,950 | 249,000 | — | 1,026,888 | 50.0 | — | 202,714 | 110,516 | 8 | — | — | |
| 31 July '59 | 50.0 | — | 7 2 | 107 | 107 | Muscoke | 714,244 | 162,584 | — | — | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.0 | — | — | — | — | — | — | |
| 1 May. '61 | 68.1 | — | 3 4 | 33 | 33 | Savannah, Albany and Gulf | 1,386,684 | 52,374 | — | — | 53,835 | 3,203,900 | 437,000 | 146,067 | 8,855,721 | 228.8 | 306,336 | 1,006,958 | 332,551 | 0 | — | — |
| 31 July '67 | 100.1 | 100.8 | 16.2 | 19 20 | 20 | South Western | 3,388,131 | 411,195 | — | — | 5,901,497 | built and owned by State. | 4,000,000 | 6,700,000 | 10,700,000 | 200.0 | — | 882,343 | 454,541 | — | — | — |
| 30 Sep. '66 | 138.0 | — | — | 52 | 24 | 705 | Western and Atlantic | — | — | — | — | — | — | — | 128.0 | — | — | — | — | — | — | |
| 31 Dec. '66 | 280.0 | — | 67 32 | 1,098 | Chicago and Alton | 10,118,522 | * | 2,172,382 | 6,311,900 | 3,983,000 | 498,049 | 12,290,904 | 280.0 | 1,934,115 | 3,696,158 | 1,484,616 | 84 | 122 | — | — | | |
| 30 Apr. '67 | 317.0 | 83.0 | 47.0 | 119 56 | 2,438 | Chic., Burlington and Quincy | 13,248,711 | 2,956,327 | 2,753,986 | 10,399,010 | 5,458,250 | 365,542 | 18,957,024 | 400.0 | 2,421,566 | 6,148,862 | 2,793,468 | 20 | 135 | — | — | |
| 31 May. '67 | 69.1 | 61.4 | 30.0 | 248 133 | 5,566 | Chicago and Northwestern | 41,715,707 | * | 3,992,752 | 28,021,621 | 16,251,000 | 1,125,476 | 45,864,322 | 1,152 | 10,161,735 | 226,967 | — | 63 | — | — | | |
| 31 Mar. '67 | 181.8 | 181.5 | — | 42.7 | 92 | Chicago, Rock Isl. and Pacific | 15,313,822 | * | 3,192,940 | 9,100,000 | 8,146,524 | 636,486 | 18,566,763 | 409.3 | 1,621,307 | 8,674,684 | 1,413,999 | 10 | 95 | — | — | |
| 31 May. '68 | 174.5 | 5.5 | 14.8 | 21 22 | 504 | Great Western | 4,039,561 | * | — | — | 1,648,561 | 2,350,000 | — | 4,214,842 | 180.0 | 742,097 | 377,476 | — | — | — | | |
| 31 Dec. '66 | 454.8 | 252.5 | — | 150 83 | 3,546 | Illinois Central | 20,954,453 | * | 10,523,823 | 23,415,780 | 12,144,000 | 41,478,280 | 708.3 | 3,603,862 | 6,646,741 | 2,175,447 | 10 | 184 | — | — | | |
| 31 Dec. '66 | 111.0 | — | 112 17 | 309 | Toledo, Peoria & Warsaw | 5,217,634 | * | 52,349 | 8,335,939 | 1,600,000 | 121,658 | 5,269,883 | 111.0 | 288,524 | 561,663 | 171,967 | — | — | — | — | | |
| 31 Dec. '66 | 195.0 | 14 | 12.2 | 46 30 | 1,002 | St. Louis, Alton & Terre Haute | 10,700,000 | — | — | — | 4,000,000 | 6,700,000 | — | — | 2,240,744 | 488,558 | — | 50 | — | — | | |
| 31 Aug. '65 | 224.0 | — | 41 26 | 765 | Chicago and Great Eastern | 2,312,344 | 288,255 | 125,587 | 1,142,884 | 1,240,000 | 4,562 | 2,726,187 | 132.0 | 246,145 | 550,128 | 246,720 | — | 20 | — | — | | |
| 31 Aug. '65 | 182.0 | — | 14 10 | 187 | Evansville and Crawfordsville | 1,667,039 | 274,081 | 26,641 | 611,050 | 1,254,500 | 15,900 | 2,102,761 | 109.0 | — | 442,982 | 158,641 | — | — | — | — | | |
| 31 Dec. '68 | 72.4 | — | 19 17 | 266 | Indiana Central | 2,497,952 | 540,043 | 25,689 | 1,089,900 | 1,382,284 | 140,889 | 3,458,108 | 110.0 | — | 448,868 | 230,884 | 9 | 68 | — | — | | |
| 31 Dec. '68 | 89.8 | 20.2 | — | 23 19 | 313 | Indianapolis and Cincinnati | — | — | — | — | 106,879 | 97,000 | 106,879 | — | — | 771,763 | 307, | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "in Running cost" (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad, or Equipment. | | | | | | | | | | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | | | |
|----------------|-------------------------|------|---------------------------|----|-----------------------|-----|--------------------------------|----------------------------------|------------|-----------|----------------------------|----------------|---------------|------------------------|--|------------------------|--|-----------|---|---------|-----------|------|-------|------------------|------------|---|---|---|
| | Main Line. | | Lateral and Branch Lines. | | 2nd Track and Siding. | | Road in progress or projected. | | Cars. | | Property and Assets. | | Liabilities. | | Total, incl. all other assets and liabilities. | | Road operated, incl. road leased, etc. | | Mileage run by locomotives with trains. | | Gross. | | Net. | | Dividends. | | | |
| | M. | M. | M. | M. | No. | No. | M. | M. | No. | No. | Railroad and Appearances. | Rolling Stock. | Other Assets. | Share Capital paid in. | Bonded and Mortgage Debts. | Other Liabilities. | M. | M. | M. | M. | Gross. | Net. | p. o. | Price of shares. | | | | |
| Companies. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '62 | 55.0 | — | — | — | 6 | 4 | 74 | Androscoggin | 1,060,000 | * | 151,883 | 444,638 | 205,584 | 757,381 | 68.5 | 76,344 | 79,761 | 43,461 | — | — | — | — | — | — | | | | |
| 30 Jun. '63 | 149.0 | — | 25.0 | — | 41 | 17 | 349 | Atlantic and St. Lawrence | 7,684,089 | — | 2,494,900 | 2,471,560 | 1,985,870 | 1,952,830 | 149.0 | 878,873 | 1,116,113 | 177,873 | — | — | — | — | — | — | | | | |
| 31 Dec. '63 | 63.0 | 9.5 | 8.0 | — | 12 | 11 | 120 | Portland and Kennebec | 3,000,000 | * | — | — | 2,000,000 | — | 8,000,000 | 108.5 | 309,481 | 612,118 | 177,423 | — | — | — | — | — | — | | | |
| 31 May. '65 | 99.7 | 9.5 | — | — | 13 | 15 | 233 | Maine Central | 4,212,201 | * | 57,091 | 1,447,080 | 2,733,500 | 120,597 | 4,301,457 | 108.2 | 171,568 | 489,592 | 219,302 | — | — | — | — | — | — | | | |
| 31 May. '67 | 51.8 | — | — | — | 14 | 4 | 157 | Portland, Saco and Portsmouth | 1,360,184 | * | 498,486 | 1,500,000 | — | — | 1,858,669 | 51.8 | 227,394 | 529,325 | 230,825 | 6 | 102 | — | — | — | — | | | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '64 | 279.6 | 7.2 | — | — | 221 | 100 | 8,000 | Baltimore and Ohio | 21,371,451 | 8,621,755 | 14,689,906 | 16,151,962 | 9,420,530 | 1,022,969 | 39,683,118 | 266.8 | 3,493,376 | 8,577,622 | 5,307,183 | 10 | 120 | — | — | — | — | | | |
| 30 Sep. '64 | 30.0 | — | — | — | — | 92 | 54 | Washington Branch | 1,650,000 | — | — | — | — | — | — | — | — | — | — | 884,481 | 268,482 | 10 | 127 | — | — | | | |
| 31 Dec. '67 | 138.0 | 4.0 | 25.0 | — | — | — | — | Northern Central | 9,522,789 | 1,982,962 | 1,739,030 | 1,615,900 | 5,424,500 | 1,913,811 | 12,044,781 | 326.0 | 1,738,704 | 4,042,125 | 1,167,978 | 8 | 43 | — | — | — | — | | | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '66 | — | — | — | — | 18 | 18 | 60 | Boston, Hartford & Erie | 12,510,917 | 412,596 | — | 11,877,000 | 8,201,350 | 47,980 | 20,125,330 | 94.9 | 113,400 | 84,579 | 25,883 | 8 | 14 | — | — | — | — | | | |
| 30 Nov. '66 | 26.8 | 1.8 | 16.8 | — | 26 | 41 | 554 | Boston and Lowell | 2,465,434 | 182,345 | 521,732 | 1,820,000 | 640,000 | 75,297 | 3,170,511 | 70.9 | 480,176 | 999,992 | 176,288 | 8 | 125 | — | — | — | — | | | |
| 30 Nov. '66 | 74.8 | 6.8 | 50.4 | — | 38 | 30 | 744 | Boston and Maine | 3,982,547 | 446,557 | 581,286 | 4,076,974 | — | — | 5,010,730 | 164.3 | 775,454 | 1,575,826 | 498,499 | 10 | 136 | — | — | — | — | | | |
| 30 Nov. '66 | 47.0 | 7.0 | 45.0 | — | 20 | 52 | 290 | Boston and Providence | 3,162,600 | 207,400 | 567,051 | 3,380,000 | 15,000 | — | 3,917,061 | 61.8 | 441,186 | 1,140,784 | 384,644 | 10 | 149 | — | — | — | — | | | |
| 30 Nov. '66 | 44.6 | 24.0 | 62.6 | — | 26 | 68 | 386 | Boston and Worcester | 4,062,584 | 437,410 | 1,259,810 | 4,600,000 | 401,519 | — | 5,759,810 | 83.6 | 729,470 | 1,914,229 | 490,201 | 10 | 147 | — | — | — | — | | | |
| 30 Nov. '66 | 46.0 | 1.1 | 2.7 | — | 7 | 17 | 68 | Cape Cod Branch (par 60) | 907,700 | 123,866 | 61,983 | 721,226 | — | 11,050 | 1,093,608 | 47.1 | 86,510 | 202,097 | 68,027 | 8 | 604 | — | — | — | — | | | |
| 30 Nov. '66 | 60.0 | 3.4 | 11.9 | — | 14 | 25 | 205 | Connecticut River | 1,747,156 | 189,816 | 300,144 | 1,650,000 | 250,000 | 594 | 2,237,115 | 53.4 | 255,883 | 617,138 | 177,522 | 8 | 115 | — | — | — | — | | | |
| 30 Nov. '66 | 44.1 | 60.4 | 38.1 | — | 38 | 32 | 579 | Eastern | 4,459,299 | 506,090 | 467,611 | 3,678,800 | 1,848,400 | 271,200 | 4,066,729 | 94.5 | 805,800 | 1,422,167 | 477,714 | 8 | 111 | — | — | — | — | | | |
| 30 Nov. '66 | 51.0 | 42.8 | 76.1 | — | 28 | 38 | 472 | Pittsburgh | 3,199,861 | 350,149 | 456,729 | 3,640,000 | — | — | 4,066,729 | 26.5 | 477,247 | 7 | 124 | — | — | — | — | — | — | | | |
| 30 Nov. '66 | 14.0 | — | 2.8 | — | 3 | 4 | 40 | Pittsburgh and Worcester | 224,774 | — | — | 247,800 | 2,000 | 20,492 | 275,012 | 14.0 | 37,740 | 82,974 | 16,960 | 6 | 40 | — | — | — | — | | | |
| 30 Nov. '66 | 12.4 | — | 2.8 | — | 2 | 4 | 20 | Lowell and Lawrence | 322,883 | 30,275 | 7,027 | 200,000 | 75,000 | — | 35,558 | 870,186 | (Oper. by Boston & Lowell) | 8 | 151 | — | — | — | — | — | — | | | |
| 30 Nov. '66 | 14.5 | 17.4 | — | — | 11 | 18 | 249 | Nashua and Lowell | 568,919 | 98,684 | 114,623 | 600,000 | 25,600 | — | 273,226 | 41.8 | 215,751 | 441,304 | 90,966 | 8 | 128 | — | — | — | — | | | |
| 30 Nov. '66 | 20.1 | 1.2 | — | — | 4 | 19 | 70 | New Bedford and Taunton | 463,582 | 46,018 | 500,000 | 184,000 | — | — | 684,000 | 36.7 | 72,492 | 258,107 | 71,382 | 9 | 101 | — | — | — | — | | | |
| 30 Nov. '66 | 18.0 | 10.8 | 30.5 | — | 23 | 74 | 651 | Old Colony and Newport | 6,666,571 | 334,503 | — | 4,848,300 | 2,141,000 | 358,000 | 7,437,300 | 141.0 | 669,552 | 1,332,057 | 509,790 | 7 | 87 | — | — | — | — | | | |
| 30 Nov. '66 | 18.6 | — | 7.0 | — | 1 | 3 | — | Pittsfield and North Adams | 4,242,430 | 11,247 | — | 450,000 | — | — | 450,000 | 18.6 | 50,880 | 114,107 | 31,164 | 6 | 40 | — | — | — | — | | | |
| 30 Nov. '66 | 48.4 | 1.0 | 17.5 | — | 17 | 20 | 573 | Providence and Worcester | 1,453,596 | 302,798 | 121,286 | 1,750,000 | 127,850 | — | 1,877,880 | 44.4 | 293,180 | 701,741 | 149,899 | 8 | 124 | — | — | — | — | | | |
| 30 Nov. '66 | 16.9 | — | 1.7 | — | 3 | 4 | 197 | Salem and Lowell | 380,284 | 73,769 | 7,158 | 224,305 | 660 | — | 471,171 | (Oper. by B. & L. Co.) | 17,500 | 1 | 110 | — | — | — | — | — | — | | | |
| 30 Nov. '66 | 11.1 | 0.6 | 1.2 | — | 3 | 12 | 76 | Taunton Branch | 210,278 | 35,127 | 35,695 | 250,000 | — | — | 286,696 | 11.7 | 50,279 | 243,676 | 62,826 | 8 | 112 | — | — | — | — | | | |
| 30 Nov. '66 | 6.1 | — | 36.5 | — | — | — | — | Troy and Greenfield | 92,942 | — | — | 92,942 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Nov. '66 | 69.5 | 8.0 | 5.5 | — | 11 | 16 | 180 | Vermont and Massachusetts | 2,259,086 | 207,343 | 117,892 | 2,260,000 | 555,650 | — | 3,281,345 | 93.5 | — | 467,714 | 147,122 | 80 | — | — | — | — | — | — | | |
| 30 Nov. '66 | 156.1 | 17.3 | 144.4 | — | 88 | 72 | 1,880 | Western (Incl. Alb. & W.S. etc.) | 10,087,212 | 880,115 | 5,223,176 | 6,710,800 | 5,945,020 | — | 17,190,503 | 166.1 | 1,660,062 | 8,982,031 | 1,406,791 | 10 | 145 | — | — | — | — | — | — | |
| 30 Nov. '66 | 45.7 | — | 10.6 | — | 11 | 14 | 226 | Worcester & Nashua (par 32) | 1,025,000 | 116,000 | 1,411,000 | — | — | 13,196 | 1,265,395 | 45.7 | 280,869 | 474,362 | 178,965 | 10 | 116 | — | — | — | — | — | — | |
| 31 Mar. '67 | 98.5 | — | 5.6 | — | 14 | 10 | 232 | Belvidere Delaware | 3,456,700 | * | — | 996,647 | 2,245,000 | 346,140 | 3,587,787 | 77.5 | — | 556,742 | 129,030 | — | — | — | — | — | — | — | — | |
| 31 Mar. '67 | 63.0 | — | 8.0 | — | 21 | 15 | 271 | Ossipee and Amboy | 10,089,601 | * | 4,381,251 | 7,987,412 | 10,073,137 | — | 15,060,549 | 124.2 | — | 6,07,652 | 1,444,705 | 15 | 125 | — | — | — | — | — | — | — |
| 31 Mar. '67 | 60.2 | — | 6.0 | — | 21 | 22 | 494 | Concord (par 30) | 1,931,434 | — | 1,001,998 | 1,034,776 | 107,432 | 1,242,201 | 60.2 | — | 398,973 | 120,369 | — | — | — | — | — | — | — | — | | |
| 31 Mar. '67 | 26.9 | — | 2.8 | — | — | — | — | Manchester & Lawrence | 1,500,000 | 175,000 | 52,327 | 1,900,000 | — | — | 1,062,327 | 124.4 | — | 101,242 | 101,242 | 8 | 120 | — | — | — | — | — | — | |
| 31 Mar. '67 | 29.3 | — | 2.8 | — | 2 | 4 | 80 | Merrimac and Conn. Rivers | 698,288 | * | — | 595,588 | 588,000 | — | 52.7 | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Mar. '67 | 60.2 | 18.0 | 12.5 | — | 24 | 15 | 492 | Northern New Hampshire | 3,063,400 | — | 605,862 | 2,068,400 | 145,400 | 140,453 | — | 3,674,262 | 82.2 | 81,301 | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a running dot (---) signifies "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | | | | | | | Equipment. | | | | | | | | | | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | | | | | | | | |
|---------------|------------|------|-------|--------------------------|-----|-------|---------------------------------|--------------------------------|------------------|--------------------------------|------------|------------|------------|-----------|------------|---------------|-----------|-----------------|---------------|-----------|----------------------------|----------------------|----|-----|--------------|----|----|--|----|----|---|--------|------|--------|------------------|---|-----------|---|---|------------------|---|---|---|
| | Main Line, | | | Lateral and Branch Lines | | | End Track and Sidings. | | | Road in progress or projected. | | | Cars. | | | Freight, etc. | | | Companies, | | | Property and Assets. | | | Liabilities. | | | Road operated, incl. road leased, etc. | | | Mileage run by locomotives with trains. | | | Gross. | | | Dividends | | | Price of shares. | | | |
| | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | No. | No. | No. | No. | No. | No. | PENNSYLVANIA. | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | M. | M. | M. | M. | Gross. | Net. | p. c. | Price of shares. | | | | | | | | |
| 31 Jan. '66 | 44.0 | — | — | 12.0 | 0 | 13 | 11 | 113 | Allegheny Valley | 2,350,723 | 232,046 | 293,573 | 1,048,400 | 614,000 | 318,542 | 2,876,842 | 44.0 | 134,201 | 856,277 | 123,892 | — | 15 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 387.0 | 6.0 | 81.0 | 14.0 | 150 | 106 | 8,246 | Atlantic and Great Western | 56,357,560 | * | 83,348 | 29,564,406 | 29,969,900 | 1,156,819 | 60,721,124 | 507.0 | 2,041,771 | 4,833,490 | 1,476,030 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 65.0 | 2.5 | — | 4.5 | 21 | 9 | 263 | Catawissa | 3,634,000 | * | — | — | — | — | 3,350,000 | 266,000 | — | 3,684,000 | 67.5 | 227,645 | 447,062 | 130,541 | — | 13 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 31 Oct. '66 | 74.0 | — | 6.3 | — | 15 | 12 | 130 | Cumberland Valley | 1,691,037 | * | — | — | — | — | 1,816,900 | 384,000 | — | 1,691,037 | 74.0 | 207,024 | 561,408 | 852,281 | 8 | 834 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 31 Oct. '66 | 112.0 | — | 70.0 | — | 87 | 17 | 5,740 | Del., Lackawanna and Westn | 9,687,427 | 2,912,417 | — | — | — | — | 11,288,600 | 3,270,500 | 717,222 | 15,376,322 | 204.5 | 1,909,775 | 2,738,496 | 714,825 | 20 | 114 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 31 Oct. '66 | 38.0 | 1.7 | 6.0 | — | 10 | 8 | 93 | East Pennsylvania | 1,342,081 | 227,850 | — | — | — | — | 654,400 | 574,900 | — | 1,564,740 | 36.0 | 199,412 | 446,078 | 237,084 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 31 Oct. '66 | 78.0 | — | 16.0 | — | 18 | — | 620 | Elmira and Williamsport | 2,268,000 | 352,000 | — | — | — | — | 1,000,000 | 1,620,000 | — | 2,620,000 | 78.0 | 235,143 | 517,581 | loss | 6 | 29 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Oct. '66 | 18.5 | — | 6.0 | — | — | — | — | Erie and Northeast | 700,000 | — | 30,000 | — | — | — | 600,000 | 400,000 | — | 1,000,000 | 18.5 | 168,823 | 620,438 | 160,700 | 25 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Oct. '66 | 81.6 | 2.0 | 6.2 | — | 15 | 11 | 446 | Erie and Pittsburg | 1,842,920 | 554,628 | 225,000 | 664,300 | 1,248,704 | 435,296 | 2,622,548 | 98.6 | 313,902 | 618,566 | 235,153 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 31 Oct. '66 | 32.0 | 15.0 | 17.9 | — | 15 | — | — | Harrisburg and Lancaster | 1,882,550 | * | — | — | — | — | 1,809,565 | 500,000 | 100,000 | 2,406,565 | 32.0 | 47,227 | 55,692 | 2,972 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 32.0 | — | 1.4 | 44.0 | 4 | 2 | 15 | Hempfield | 1,616,459 | 41,340 | 104,900 | — | — | — | 685,130 | 1,462,140 | — | 1,818,498 | 59.7 | 194,282 | 250,906 | 53,596 | — | 18 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Oct. '66 | 44.0 | 15.7 | 11.7 | 6.0 | 16 | 3 | 79 | Huntingdon and Broad Top | 2,188,498 | * | — | — | — | — | 1,335,000 | 2,401,645 | 68,880 | 3,812,146 | 82.0 | 48,750 | 818,878 | 285,016 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 80.0 | 2.0 | 13.5 | — | 21 | 6 | 1,278 | Lackawanna and Bloomsburg | 3,789,831 | 22,315 | — | — | — | — | 5,048,200 | 1,477,000 | 600,000 | 1,000,000 | 18.5 | 168,823 | 620,438 | 160,700 | 25 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 31 Oct. '66 | 71.0 | 5.5 | 19.0 | — | 19 | 6 | 8,475 | Lehigh Valley | 9,941,432 | 3,052,790 | 1,598,965 | — | — | — | 1,598,965 | 73,555 | 3,604,655 | oper. by Rading | R. R. Co. | 7 | 51 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 31 Oct. '66 | 23.8 | 0.0 | 8.0 | — | — | — | — | Little Schuylkill | 1,466,283 | * | — | — | — | — | 3,715,700 | — | — | 3,775,600 | 600 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | |
| 31 Oct. '66 | 138.0 | — | 64.1 | — | — | — | — | Mine Hill and Schuylkill Haven | 3,740,800 | — | — | — | — | — | 5,048,200 | 1,477,000 | 600,000 | 1,000,000 | 18.5 | 168,823 | 620,438 | 160,700 | 25 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Oct. '66 | 55.6 | 11.9 | 14.8 | — | 23 | 22 | 67 | North Pennsylvania | 5,754,963 | 665,222 | 467,050 | 84,000 | 1,812,550 | 312,150 | 8,124,737 | 67.5 | 345,588 | 902,218 | 382,500 | — | 22 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 31 Dec. '66 | 354.8 | 33.3 | 466.3 | 452 | 240 | 7,979 | Pennsylvania | 26,642,654 | 3,371,215 | 15,238,686 | 20,000,000 | 18,038,256 | 44,261,544 | 365.5 | 7,080,026 | 16,583,882 | 5,967,520 | 9 | 494 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 17.0 | 3.0 | 19.3 | 19 | 42 | 119 | Phila., Germantown & Norristown | 1,139,079 | 268,489 | 409,986 | 1,491,850 | 159,800 | 1,817,554 | 24.2 | 274,879 | 606,346 | 247,446 | 9 | 64 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Dec. '66 | 287.5 | — | 63.3 | — | — | — | — | Phila. and (Sunbury) Erie | 17,389,733 | — | — | — | — | 600 | 18,084,300 | 287.5 | 1,424,110 | 2,541,052 | 454,077 | — | 28 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 30 Nov. '66 | 147.0 | — | 25.6 | 267 | 71 | 8,048 | Philadelphia and Reading | 18,892,408 | 3,765,774 | 2,399,088 | 22,742,867 | 6,719,562 | 32,577,454 | 474 | 8,431,336 | 10,918,819 | 6,016,681 | 10 | 478 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 31 Oct. '66 | 28.5 | — | 30.0 | — | — | — | — | Philadelphia and Trenton | 1,369,000 | — | — | — | — | 1,091,200 | 200,000 | 10,466,300 | 197.0 | 880,551 | 2,470,958 | 1,057,687 | 10 | 534 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Oct. '66 | 96.0 | — | 106.6 | 50.0 | 72 | 943 | Phila., Wilmington and Balt. | 10,469,300 | — | — | — | — | 9,019,300 | 1,450,000 | — | — | — | 10,466,300 | 107.0 | 324,053 | 859,199 | 246,966 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Dec. '66 | 149.2 | 21.8 | 123.1 | — | — | — | — | Pittsburgh and Conn. | 2,423,068 | 229,768 | 229,792 | 1,775,129 | 1,500,000 | 78,108 | 3,349,237 | 70.9 | 324,053 | 817,775 | 312,932 | 161,014 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 31 Dec. '66 | 58.4 | — | 47.4 | 2.3 | — | 4 | 5 | Mississippi and Tennessee | 3,015,107 | * | — | — | — | — | 825,399 | 1,069,600 | 962,039 | 3,015,107 | 99.2 | 47.4 | 347,252 | 173,729 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Dec. '66 | 47.4 | — | 47.4 | 2.3 | — | 4 | 5 | Mississippi Central and Tenn. | 892,710 | 82,008 | — | — | — | — | 317,447 | 632,500 | 22,389 | — | 47.4 | 54,175 | 83,129 | 44,868 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 31 Dec. '66 | 34.2 | — | 7.0 | — | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PREFERRED AND GUARANTEED R. R. STOCKS.

| RAILROADS. | Amount of shares outstanding. | Div'ds | Rate. | Paid. | Market Price. |
|--|-------------------------------|--------|-------|-------|---------------|
| Atlantic & St. Lawrence, O. D. (pref.) | 1,919,000 | 7 | 7 | 6 | 6 |
| Atlantic & St. Lawrence (guarant'd.) | 2,494,900 | 6 | 6 | 6 | 6 |
| Baltimore and Ohio, (pref.) | 3,000,000 | 7 | 7 | 6 | 6 |
| Berkshire (guaranteed) | 600,000 | 7 | 7 | 6 | 6 |
| Boston, Concord & Montreal (pref.) | 1,340,400 | 6 | 8 | 704 | 704 |
| Buffalo, N. Y. & Erie, (guaranteed) | 875,000 | 7 | 7 | 6 | 6 |
| Camden & Atlantic (preferred) | 620,800 | 7 | 21 | 21 | 21 |
| Catassias (preferred) | 1,150,000 | 7 | 234 | 234 | 234 |
| Chemung (guaranteed) | 280,000 | — | — | — | — |
| Cayuga & Susquehanna (guarant.) | 343,500 | — | — | — | — |
| Cheshire (preferred) | 2,017,325 | 7 | 61 | 61 | 61 |
| Chicago & Alton (preferred) | 2,425,400 | 7 | 126 | 7 | 126 |
| Chicago & Northwestern (pref.) | 14,189,120 | 7 | 683 | 7 | 683 |
| Cocheco (preferred) | 177,750 | 8 | — | — | — |
| Ot. & Passumpsic Rivers, (pref.) | 1,753,800 | 10 | 10 | 81 | 81 |
| Cumberland Valley (1st preferred) | 241,900 | 8 | 8 | 8 | 8 |
| " (2d preferred) | 243,000 | 8 | 8 | 8 | 8 |
| Detroit & Milwaukee (preferred) | 1,500,000 | — | — | — | — |
| Dubuque & Sioux City (preferred) | 1,988,171 | 7 | 34 | 66 | 66 |
| Elmira, Jeff. & Canandaigua (guar.) | 500,000 | — | — | — | — |
| Elmira & Williamsport (preferred) | 500,000 | 7 | 42 | 7 | 42 |
| Erie (preferred) | 8,536,910 | 7 | 80 | 7 | 80 |
| Hannibal & St. Joseph (preferred) | 5,253,856 | 7 | 62 | 7 | 62 |
| Harrisburg & Lancaster (guar.) | 1,182,100 | 7 | 7 | 6 | 6 |
| Housatonic (preferred) | 1,180,000 | 8 | 104 | 8 | 104 |
| Indianapolis & Madison (pref.) | 407,900 | 8 | — | — | — |
| Kennebec & Portland (preferred) | 372,000 | 6 | — | — | — |
| Lackawanna & Bloomsburg (pref.) | 500,000 | 7 | — | — | — |
| Marietta & Cincinnati (1st pref.) | 6,556,135 | 7 | 3 | 16 | 16 |
| " (2d pref.) | 4,051,744 | 7 | 3 | 15 | 15 |
| Michigan S. & N., Indiana (guar.) | 787,700 | 10 | 140 | 10 | 140 |
| Mil. & Prairie du Chien (1st pref.) | 3,204,293 | 8 | 95 | 7 | 72 |
| " " (2d pref.) | 841,400 | 7 | 72 | 7 | 72 |
| Milwaukee & St. Paul (preferred) | 1,370,900 | 7 | 614 | 7 | 614 |
| New Haven & Northampton (guar.) | 1,010,000 | 4 | — | — | — |
| New York & Harlem (preferred) | 1,500,000 | 8 | 113 | 8 | 113 |
| Paterson & Hudson (guaranteed) | 1,000,000 | 6 | 5 | — | — |
| Paterson & Ramapo (guaranteed) | 630,000 | — | — | — | — |
| Peoria & Bureau Valley (guar.) | 248,000 | 6 | — | — | — |
| Philadelphia & Reading (pref.) | 1,200,000 | 6 | — | — | — |
| Philadelphia & Trenton (guar.) | 1,551,800 | 7 | 7 | — | — |
| Pittsfield & North Adams (guar.) | 1,000,000 | 10 | — | — | — |
| Port, Sac & Portsmouth (guar.) | 450,000 | 6 | 94 | 6 | 94 |
| Rutland & Burlington (preferred) | 1,500,000 | 6 | — | — | — |
| " " (preferred) | 382,700 | 8 | — | — | — |
| St. L. Alton & Terre Haute (pref.) | 603,176 | 6 | — | — | — |
| Toledo, Wabash & Western (pref.) | 1,700,000 | 6 | 67 | 7 | 67 |
| Toledo, Peoria & Warsaw (1st pref.) | 1,000,000 | 7 | 614 | 7 | 614 |
| " " (2d pref.) | 1,051,314 | 7 | — | — | — |
| Troy & Greenbush (guaranteed) | 908,425 | 7 | — | — | — |
| Vermont & Canada (guaranteed) | 274,400 | 6 | 50 | 6 | 50 |
| Warren (guaranteed) | 1,600,000 | 8 | 1024 | 7 | 7 |
| White Mountains (guaranteed) | 200,000 | 5 | 5 | — | — |
| Wrightsville, V. & Gettysburg (guar.) | 317,060 | 2 | 2 | — | — |

CANAL AND NAVIGATION STOCKS.

| COMPANIES. | Par of Shares. | Amount of Stock. | Dividends. | Market Price. |
|--------------------------------------|----------------|------------------|------------|---------------|
| CANAL AND NAVIGATION STOCKS : | | | | |
| Chesapeake and Delaware | 100 | 1,343,563 | 954 | 954 |
| Chesapeake and Ohio | 100 | 8,226,595 | — | — |
| Delaware Division | 100 | 1,833,350 | 48 | 48 |
| Delaware and Hudson | 100 | 10,000,000 | 10 | 147 |
| Delaware and Raritan | 100 | 2,298,400 | 10 | — |
| Eric of Pennsylvania | 50 | 64,000 | — | — |
| Illinois and Michigan | 50 | 6,908,146 | 10 | 31 |
| Lehigh Navigation | 50 | 726,800 | 8 | — |
| Monongahela Navigation | 50 | 1,026,000 | 10 | 35 |
| Morris, (consolidated) | 100 | 1,175,000 | 10 | 90 |
| " (preferred) | 100 | — | — | — |
| North Branch | 100 | — | — | — |
| Sault Ste Marie | 100 | — | — | — |
| Susquehanna and Tide Water | 60 | 2,048,260 | 11 | — |
| Union | 50 | 2,787,000 | 48 | — |
| West Branch and Susquehanna | 10C | 1,100,000 | 6 | 20 |
| Wyoming Valley | 50 | 750,000 | 16 | 45 |

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.
IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop, and Scroll, 1½ to 2½ cents per lb.; Pig, \$9 per ton; Polished Sheet, 8 cents per lb.; Pig, Scotch, No. 1 — per ton 38 — @ 40 —; Pig, American, No. 1 — 41 — @ 42 —; Pig, American, No. 2 — 38 — @ 39 —; Bar, Refined, English and American — 35 — @ 30 —; Bar, Swedes, assorted sizes — (gold) 92 50 @ 105 —
STEEL — DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent ad val. (Store prices).
English Cast (2d and 1st qly.) — per lb. — 18 — @ 23
English Spring (2d and 1st qly.) — 10 — @ 124
English Blister (2d and 1st qly.) — 114 — @ 20
English Machinery — 134 — @ 16
English German (2d and 1st qly.) — 14 — @ 16
American Blister, "Black Diamond" — 114 — @ 17
American, Cast, Tool, do. — 21 — @ 23
American, Spring, do. — 12 — @ 15
American Machinery, do. — 14 — @ 14
American German, do. — 11 — @ 14
COPPER — DUTY: Pig, Bar and Ingots 2½ old, Copper, 2 cents per lb.; Manufactured, 35 per cent ad val.; Sheathing Copper and Yellow Metal, in Sheets, 23 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.
Sheathing, New — per lb. — 15 — @ — 33
Bolts — 33 — @ —
Brazers — 38 — @ —
Sheathing, &c., Old — 20 — @ 21
Sheathing, Yellow Metal — 26 — @ —
Bolts, Yellow Metal — 12 — @ 27
American Ingots — 224 — @ 234
LEAD — DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.
Galena — per 100 lb. — 12 — @ —
Spanish — (gold) — 6 374 — @ 6 50
German Refined — (gold) — 6 50 @ 6 55
English — (gold) — 6 374 — @ 6 75
Horn — (net) — 10 50 @ —
Pipe and Sheet — (net) — 12 — @ —
TIN — DUTY: Pig, Bars and Block, 15 per cent ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.
Banks — (gold) — per lb. — 28 — @ 264
Straits — (gold) — 234 — @ 24
English — (gold) — 22 — @ 224
Gold — Currency —
Plates, I.C. Charcoal, p.box 8 124 — @ 8 75 11 25 @ 12 26
Plates, I.C. Coke — 7 — @ 7 50 9 75 @ 11
Plates, Coke Terne — 6 50 — @ 6 75 9 50 @ 10 —
Plates, Charcoal Terne — 7 75 — @ 8 25 11 — @ 12 —
PETROLEUM — DUTY: Crude, 22 cents; Refined 40 cents per gallon.
Crude, 40 @ 47 gravity (in bulk) — per gall. — 114 — @ 11
Crude, 40 @ 47 gravity (in shipping order) — 114 — @ 17
Refined, free, S. W. — 43 — @ 44
Refined, in bond, prime L. S. to W. (110 @ 115 test) — 23
Refined, in bond, Standard White — 24 — @ —
Refined, in bond, prime White — 25 — @ —
Naphtha, Refined, (60 @ 63 gravity) — 31 — @ 33
Benzidium — per bbl. 3 — @ 3 26

CANAL AND NAVIGATION BONDS.

| DESCRIPTION OF BONDS. | Amount outstanding. | Interest. | Payable. | Principal Payable. | Market Price. |
|---|---------------------|-----------|----------|--------------------|---------------|
| Chesapeake & Delaware: 1st Mortgage | \$2,657,343 | 6 J. & J | 1886 | 93 | — |
| Chesapeake & Ohio: Maryland Loan, dollar | 2,000,000 | 6 Qtrly. | 1870 | — | — |
| " " sterling | 4,375,000 | 5 " | 1890 | — | — |
| Preferred bonds | 1,700,000 | 6 | 18 | 50 | — |
| Delaware Division: 1st Mortgage | 500,000 | 6 J. & J. | 1878 | 86 | — |
| Delaware & Hudson: Mortgage | 641,000 | 6 M. & S. | 1870 | 110 | — |
| Delaware & Raritan: See Camden & Amb. RR. | — | — | — | — | — |
| Erie and Penn.: Bonds | 675,799 | 7 J. & J. | 1865 | — | — |
| Interest Certificates | 161,960 | 6 " | 1868 | — | — |
| Lehigh Navigation: 1st Mortgage | 414,158 | 6 Qtrly. | 1870 | — | — |
| " Six per cent. Loan | 5,434,351 | 6 " | 1884 | 84 | — |
| Monongahela Navigation: 1st Mortgage | 125,000 | 6 J. & J. | 1863 | — | — |
| 2d Mortgage | 57,000 | 6 " " | 1865 | — | — |
| Morris: 1st Mortgage | 465,500 | 6 A. & O. | 1878 | 90 | — |
| 2d Mortgage | 302,750 | 6 | 1882 | 72 | — |
| Boat Loan | 232,807 | 6 | 1876 | 70 | — |
| North Branch: 1st Mortgage | 590,000 | 6 M. & N. | 1876 | 80 | — |
| Schuykill Navigation: 1st Mortgage | 1,764,550 | 6 M. & N. | 1872 | 88 | — |
| 2d Mortgage | 3,980,670 | 6 J. & J. | 1882 | 72 | — |
| Improvement | 1,601,670 | 6 M. & N. | 1876 | 70 | — |
| Susquehanna & Tide Water: Maryland Sterling Loan | 816,000 | 5 J. & J. | 1865 | — | — |
| Md. stg. loan converted | 200,370 | 5 " " | 1865 | — | — |
| Mortgage bonds | 988,000 | 6 " " | 1878 | 58 | — |
| Preferred Interest bds. (Pa.) | 227,569 | 6 " " | 1878 | — | — |
| 1st Mortgage | 3,000,000 | 6 M. & N. | 1883 | 154 | — |
| West Branch & Susquehanna: 1st Mortgage, s'k'g fund | 450,000 | 6 J. & J. | 1878 | 80 | — |
| Worming Valley | 600,000 | 6 J. & J. | 1878 | 75 | — |

New York Stock Exchange.

| Actual Sale Prices for the week ending Dec. 4. | | | | |
|--|--------|----------|-------|-------------|
| Th. 23. | F. 29. | Sat. 30. | M. 2. | Tu. 3. W. 4 |
| Atlanta M. S. S. Co. | 1194 | 121 | 1204 | 118 |
| Boston, Hartford & Erie | — | — | — | 154 |
| California Is. | — | — | — | — |
| Canton Co. | 454 | 46 | 444 | 45 |
| Chicago & Alton | 1204 | 1214 | — | 122 |
| " " " pref. | — | — | — | — |
| " " " I. M. | — | — | 103 | — |
| " " " S. F. | — | — | — | — |
| " " Inc. bds. | 904 | 91 | — | — |
| Chicago, Burl. & Q. | — | 126 | — | — |
| Ohio, & Northwest'n | 58 | 58 | 58 | 63 |
| " " " pref. | — | 674 | 674 | 66 |
| " " " 1st M. | 84 | — | — | — |
| " " " S. F. | — | — | 84 | 84 |
| Chicago & Rock Isl. | 82 | — | — | 82 |
| " " " 1st M. '70 | 964 | 964 | 954 | 964 |
| Chi., R. I. & Pa. 74, 1896 | 94 | 96 | 93 | 93 |
| Olev., Col. and Cin. | 934 | — | 934 | 934 |
| Olev. and Pittsburg | 884 | 884 | 884 | 884 |
| " " " 2 M. | — | — | — | — |
| " " " 3 M. | — | — | — | — |
| " " " 4 M. | — | — | — | — |
| " " " 5 M. | — | — | — | — |
| Cleveland Toledo | 102 | 1014 | — | 1024 |
| " " " S. F. p.c. | — | — | — | — |
| Cumberland Coal, pref. | — | — | 274 | 27 |
| Del. & Hudson Canal | — | — | 146 | 146 |
| Del., Lack. & West | 114 | — | 114 | — |
| " " " 1M. 8p.c.'71-5. | — | — | — | — |
| " " " 2M. 8p.c.'81 | — | — | — | — |
| Erie | 714 | 714 | 714 | 714 |
| " " " pref. | — | 79 | 79 | 804 |
| " " " 1 M. 7p.c.'67 | — | — | — | — |
| " " " 2 M. 7p.c.'79 | — | — | — | 162 |
| " " " 3 M. 7p.c.'83 | 984 | 984 | — | — |
| " " " 4 M. 7p.c.'80 | — | — | 90 | — |
| " " " 5 M. 7p.c.'88 | — | — | — | — |
| Hudson River | 1254 | 125 | 1244 | 1244 |
| " " " 1M. 7p.c.'69 | — | — | — | — |
| " " " 2M. S. F. | — | — | — | — |
| " " " 3M. 7p.c.'75 | — | — | — | — |
| Illinois Central | 131 | 134 | 134 | 134 |
| " " " bonds | — | — | — | — |
| Marietta & Cin. 1st pref. | — | — | 118 | — |
| " " " 2d | — | — | — | — |
| " " " 1st mort. | — | — | — | — |
| Marietta Mining Co. | 13 | 13 | — | — |
| " " " prof. | — | — | — | — |
| " " " 1st mort. | — | — | — | — |
| Marietta & Cin. 1st mort. | — | — | — | — |
| Maryland Central | 1104 | 1104 | 1104 | 1104 |
| " " " conv. 8p.c.'62 | — | — | — | — |
| M. S. and N. I. | 80 | 80 | 80 | 804 |
| " " " guard. | — | — | — | —</td |

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.
Th 28. F 29 Sat 30. M 2 Tu 3. W 4

| FEDERAL STOCKS: | | | | | | | |
|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| U. S. 5s, 1871, reg. | 117 | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1871, coup. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1874, reg. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1874, coup. | --- | --- | --- | 111 | --- | --- | --- |
| U. S. 5s, 1886, coup. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 10-40s, coup. | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 101 $\frac{1}{2}$ |
| U. S. 5s, 10-40s, reg. | 100 $\frac{1}{2}$ |
| U. S. 5s, 1881, reg. | --- | --- | 108 | --- | --- | --- | --- |
| U. S. 5s, 1881, cou. | 113 | 112 $\frac{1}{2}$ |
| U. S. 5s, 1881, O.W.L.y. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1881, " 4y. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1887, reg. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 1888, reg. | --- | --- | --- | --- | --- | --- | --- |
| U. S. 5s, 5-20s, reg.'62 | 104 $\frac{1}{2}$ | 104 | 104 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, c. '62 | 103 | 108 | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 108 | 107 $\frac{1}{2}$ | 108 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, reg.'84 | 105 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 105 | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, c. '64 | 105 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 105 | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, reg.'65 | 105 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, c. '65 | 105 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, c. n.'65 | 107 $\frac{1}{2}$ | 108 | 107 $\frac{1}{2}$ |
| U. S. 5s, 5-20s, c. n.'67 | 108 | 108 | 107 $\frac{1}{2}$ |
| 7.30 Notes, 2d series | 105 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 104 $\frac{1}{2}$ |
| " 3d series | 106 $\frac{1}{2}$ |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.
W 27. Th 28. F 29. Sat 30. M 2 Tu 3

| Catawissa | | | | | | | |
|----------------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|
| " preferred | 21 $\frac{1}{2}$ | --- | 21 $\frac{1}{2}$ | 22 | --- | --- | --- |
| Camden & Amboy | 126 | 126 | 125 $\frac{1}{2}$ | 126 | 126 | 126 | 126 |
| " 6s, '67 | --- | --- | --- | --- | --- | --- | --- |
| " 6s, '70 | --- | --- | --- | --- | --- | --- | --- |
| " 6s, '75 | --- | --- | --- | --- | --- | --- | --- |
| " 6s, '82 | 87 $\frac{1}{2}$ | --- | 88 | --- | --- | --- | --- |
| " 6s, '89, '90 | 86 | 86 | 86 | 87 | 87 | 87 | 87 |
| " mort, 6s, '89 | --- | 93 $\frac{1}{2}$ | --- | --- | --- | --- | --- |
| Cheas. & Del. Canal 6s '88 | --- | --- | --- | --- | --- | --- | --- |
| Del. Div. Canal | --- | --- | --- | --- | --- | --- | --- |
| Elmira & W'nsport | --- | --- | --- | --- | --- | --- | --- |
| " pref. | --- | --- | --- | --- | --- | --- | --- |
| " 7s | --- | --- | --- | --- | --- | --- | --- |
| Lehigh Navigation | 30 | 30 $\frac{1}{2}$ | 32 $\frac{1}{2}$ | 32 $\frac{1}{2}$ | 31 $\frac{1}{2}$ | 31 $\frac{1}{2}$ | 31 $\frac{1}{2}$ |
| " 6s, '84 | --- | --- | 84 | --- | --- | --- | --- |
| Lehigh Valley R. R. | 51 $\frac{1}{2}$ | 51 | 50 $\frac{1}{2}$ | 50 $\frac{1}{2}$ | 50 $\frac{1}{2}$ | 50 $\frac{1}{2}$ | 50 $\frac{1}{2}$ |
| " 6s, '91 $\frac{1}{2}$ | --- | --- | --- | --- | --- | --- | --- |
| Little Schuylkill R. R. | --- | --- | --- | --- | --- | --- | --- |
| " 7s | --- | --- | --- | --- | --- | --- | --- |
| Minehill | 58 | 57 | 57 | 57 | 57 | 57 | 57 |
| Morris Canal | --- | --- | --- | --- | --- | --- | --- |
| " pref. | --- | --- | --- | --- | --- | --- | --- |
| " 6s '78 | --- | --- | --- | --- | --- | --- | --- |
| North Pennsylvania | --- | --- | --- | --- | --- | --- | --- |
| " 6s, '86 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ | 80 $\frac{1}{2}$ |
| " 10s | --- | --- | --- | --- | --- | --- | --- |
| Northern Central | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ |
| Pennsylvania R. R. | 50 | 50 | 50 | 50 | 49 $\frac{1}{2}$ | 49 $\frac{1}{2}$ | 49 $\frac{1}{2}$ |
| " 1st m. '90 $\frac{1}{2}$ | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| " 2d m. | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ |
| Penn. State, 5s | --- | --- | --- | --- | --- | --- | --- |
| " 6s, coupon | --- | --- | --- | --- | --- | --- | --- |
| " 6s, W. L. | 102 | 102 | 102 | 102 | 103 | 103 | 103 |
| Philadelphia City, 6s | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 95 | 95 | 95 | 95 | 95 |
| " new 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ |
| " munc. | --- | --- | --- | --- | --- | --- | --- |
| Philad., Germ. & Nor. | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ |
| Philad. & Reading | 48 $\frac{1}{2}$ | 48 $\frac{1}{2}$ | 48 | 48 | 47 $\frac{1}{2}$ | 47 $\frac{1}{2}$ | 47 $\frac{1}{2}$ |
| " 6s, '86 | --- | --- | --- | --- | --- | --- | --- |
| " 6s, '70 | --- | --- | --- | --- | --- | --- | --- |
| Philadelphia & Erie | 23 $\frac{1}{2}$ | 25 $\frac{1}{2}$ | 25 $\frac{1}{2}$ | 26 $\frac{1}{2}$ | 26 $\frac{1}{2}$ | 26 $\frac{1}{2}$ | 26 $\frac{1}{2}$ |
| " 6s | --- | --- | --- | --- | --- | --- | --- |
| Philad. & Sunbury | 7s | --- | --- | --- | --- | --- | --- |
| Schuylkill Navigation | 12 $\frac{1}{2}$ | --- | --- | --- | --- | --- | --- |
| " pref. 21 $\frac{1}{2}$ | --- | --- | --- | --- | --- | --- | --- |
| " 6s '82 70 | 71 | 72 | 72 | 72 | 72 | 72 | 72 |
| " 6s '76 | --- | --- | --- | --- | --- | --- | --- |
| " 6s '72 | --- | --- | --- | --- | --- | --- | --- |
| Susq. Canal | 6s '78 | 58 | 58 | 58 | 58 | 58 | 58 |
| Union Canal, pref. | --- | --- | --- | --- | --- | --- | --- |
| " 6s '83 | --- | --- | --- | --- | --- | --- | --- |
| West Br. Canal 6s '78 | --- | --- | --- | --- | --- | --- | --- |
| Wyoming Valley Canal | --- | --- | --- | --- | --- | --- | --- |
| " bonds | --- | --- | --- | --- | --- | --- | --- |
| Hestonville, (Horse) | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 10 $\frac{1}{2}$ |
| Chestnut & Wal. | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Green & Coates | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| 2d and 3d streets | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Spruce & Pine | --- | --- | --- | --- | --- | --- | --- |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.
W 27. Th 28. F 29. Sat 30. M 2 Tu 3

| Baltimore City, 1875. 96 $\frac{1}{2}$ | | | | | | | |
|--|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| " 1880 | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ |
| " 1870 | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ | 96 $\frac{1}{2}$ |
| " 1890. 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ |
| " 1893 | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ |
| Balt. and Ohio | 120 $\frac{1}{2}$ | 121 | 121 | 121 | 121 | 121 | 121 |
| " bds, '62 | --- | --- | --- | --- | --- | --- | --- |
| " " 75 | --- | --- | --- | --- | --- | --- | --- |
| " " 80 | --- | --- | --- | --- | --- | --- | --- |
| " " 85 | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ |
| Northern Central | 43 | 43 | 43 | 43 | 43 | 43 | 43 |
| " bds, 1885. | --- | --- | --- | --- | --- | --- | --- |
| " 1900. 82 $\frac{1}{2}$ | --- | --- | --- | --- | --- | --- | --- |
| City Passenger R. R. | 20 | 20 | 20 | 20 | 20 | 20 | 20 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.
Th 28. F 29 Sat 30. M 2 Tu 3. W 4

| Boston Stock Exchange. | | | | | | | |
|--------------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Boston and Lowell | --- | --- | 125 | 125 | 125 | 125 | 125 |
| Boston and Maine | --- | --- | 137 $\frac{1}{2}$ |
| Boston and Providence | --- | --- | 112 | 112 | 112 | 112 | 112 |
| Boston and Worcester | --- | --- | 148 | 148 | 148 | 148 | 148 |
| Boston, Hartford & Erie | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ |
| Cheshire, pref. | --- | --- | --- | --- | --- | --- | --- |
| Concord | --- | --- | --- | --- | --- | --- | --- |
| Connecticut River | --- | --- | --- | --- | --- | --- | --- |
| Eastern, Mass. | 112 | 111 $\frac{1}{2}$ |
| Fitchburg | --- | --- | --- | --- | --- | --- | --- |
| Manchester & Lawrence | --- | --- | --- | --- | --- | --- | --- |
| Michigan Central | --- | --- | --- | --- | --- | --- | --- |
| Northern, N. H. | --- | --- | --- | --- | --- | --- | --- |
| Ogdens. & Lake Champlain | 61 | 60 | 60 | 60 | 60 | 60 | 60 |
| Old Colony & Newport | 89 $\frac{1}{2}$ | 88 $\frac{1}{2}$ | 88 $\frac{1}{2}$ | 88 $\frac{1}{2}$ | 88 $\frac{1}{2}$ | 88 $\frac{1}{2}$ | 88 $\frac{1}{2}$ |
| Ph. Wil. & Baltimore | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Portl'd, Saco & Porta. | --- | --- | --- | --- | --- | --- | --- |
| Vermont & Canada | --- | | | | | | |

rency, in their annual reports, take strong ground, in advocacy of the wisdom, usefulness and economy to the Treasury, of the national banking system. The Comptroller says that of the aggregate number of authorized national banks, four never completed their organization; two were suspended by subsequent organizations with the same titles, and ten are in the hands of receivers.

The specie reserve of the city banks is now \$16,572,890, against \$14,957,607 same time last year. The city bank deposits are now \$175,686,233, against \$208,889,177 week ending Dec. 1, 1866. The legal tender reserve amounts to \$52,008,132, against \$61,485,458 same time last year. The circulation now stands at \$34,080,792, against \$31,898,849 same time last year. The loans are now \$247,815,500, against \$263,011,668 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$86,548,452 a day, against a daily average of \$96,667,084 the preceding week, and \$82,536,188 the week ending with Nov. 16. The current week's exchanges average about \$87,192,500 a day. The city banks, last week, gained \$1,073,780 of specie, \$976,221 of legal tender, and \$964,550 of deposits. They reduced their loans, \$1,528,140; and their circulation, \$49,119.

The U. S. Sub-Treasury receipts, week ending with Nov. 30, were \$28,228,890, including \$1,234,301 from customs duties; payments, \$30,105,136, including \$1,404,614 of coin interest; balance at the close of the week, \$107,055,983, against \$108,932,729, at the close of the preceding week, showing a decrease of \$1,876,746. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,781,896 including \$346,000 from customs; and payments, \$791,418; on Tuesday, receipts, \$1,382,500 including \$336,000 from customs, and payments, \$3,885,877. The balance at the close of business on Tuesday stood at \$105,493,092, against \$109,028,120 a week previous. The aggregate receipts of the office in November were \$115,773,911, including \$7,304,934 from customs, aggregate payments, \$118,589,792, including \$16,969,514 of coin interest; balance at the close of the month \$107,055,983, against \$109,871,865 at the beginning of the month.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Nov. 30, was \$232,690,800; aggregate redemptions, \$201,927,000; leaving outstanding on Saturday last, certificates to the amount of \$30,763,800.

The receipts of the U. S. Sub-Treasury, Philadelphia, in November, were \$6,411,679; payments \$7,829,153; balance, at the close, \$5,364,054.

The Philadelphia Bank movement the past week shows an increase in loans, of \$53,946; a decrease of \$6,258 in specie; an increase in legal tenders of \$556,647; an increase of \$52,256 in deposits; and an increase of \$16,479 in circulation. The Bank Clearings show a decrease of \$5,716,883, and the balances, a decrease of \$631,076.

Government revenues have increased a little, since our last, and have been nearly equal to the expenditures. The excises, last week, yielded \$3,045,000, against \$2,114,000, the preceding week; customs at the port of New York \$1,234,301, and at the outports, about \$410,000

(in coin) more, making the grand total income for the week equal about \$8,929,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$85,000,000.

Commissioner Rollins, in his annual report, gives the following comparative statement of the receipts from excises, in the first four months of the last three fiscal years:

| | 1865. | 1866. | 1867. |
|-----------------|--------------|--------------|--------------|
| July . . . | \$21,693,470 | \$27,079,103 | \$24,734,656 |
| August . . . | 34,087,539 | 38,343,340 | 17,848,651 |
| September . . . | 37,939,415 | 38,714,718 | 18,183,606 |
| October . . . | 30,457,983 | 26,414,430 | 14,486,636 |

Of the amount collected during the four months of 1865 \$52,948,561 were from incomes, and of that in 1866 \$43,463,655, while of that in 1867 only \$17,738,714 came from these sources.

Government received \$6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

Gold has been much depressed in price since our last, having fallen to 136½@136½, under the influence of largely augmented offerings, and a decided falling off in the demand. The complete accord of the President and Secretary, on the financial issues, as well as on the question of the wisdom and necessity of laboring to bring about an early resumption of specie payments, has tended to lessen the confidence of the *bulls* in further inflation. The speculative inquiry has been very moderate. The customs and export call has been light. The quotations on Wednesday were 137½@137¾, the market having been somewhat strengthened by the less favorable foreign news, as regards U. S. securities in London and American produce, especially cotton in Liverpool. The latest sales were at 137¼. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been \$3,028,223, against \$9,264,692 same time last year. The customs demand for Gold last week, averaged \$246,860 a day; thus far, this week, it has been equal to \$341,000 a day, or equal to a weekly aggregate of \$2,046,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$89,818, and from California, \$323,619. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$111,510,400, against \$124,502,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$25,814,253, against \$38,297,350 same time last year, showing a decrease this year, of \$12,483,097. The exports of specie from this port, last week, were \$337,195. The total outflow of specie from the port, since Jan. 1, 1867, has been \$45,060,999, against \$58,568,448 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, \$1,404,614, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$60,432,595, against \$46,957,971 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached \$34,766,842, against \$38,499,629

same time last year, showing a decrease, in 1867, of \$3,733,287.

Foreign exchange has been less freely offered and has been in pretty fair demand, since our last, at former prices. Bankers' 60 day bills on London closed at 109½@109¾, and on Paris to 5.16½@5.15; sight bills on London to 109¾@110½ and on Paris to 5.13¾@5.12¾. The offerings of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,957,208, making the total value of exports since Jan. 1, 1867, \$175,566,738, against \$175,382,922 same time in the preceding year.

Government securities have not been very active, during the week. The investment demand has been moderate at some modification of prices. There has been no speculation of moment. Toward the close, the inquiry became rather more active, and prices favored sellers. The Message, and accompanying Treasury reports, tend to augment the public confidence in the National resources, solvency and uprightness. The President and Secretary very positively and forcibly argue against all projects, thus far mooted, adverse to a rigid maintenance of the public faith with the National creditors. This view of the situation is very favorably regarded by purchasers of the public funds, which close buoyantly, on comparatively light offerings. Of the coin bearing obligations, amounting in all to \$1,778,110,991, on the 1st of November there were deposited with the U. S. Treasurer at Washington, in pledge for the circulation of the National banks, bonds to the amount of \$340,675,000.

The very latest dealings on Wednesday were on a restricted scale, and at slightly modified prices, under the reduced figures reported from London for the 5-20s of 1862. U. S. sixes of 1881 closed here on Wednesday at 112½@112½; U. S. Five-twentieths of 1862, 107¾@107¾; U. S. Five-twentieths of 1864 at 104½@104½; U. S. Five-twentieths of 1865 at 105½@105½; U. S. Five-twentieths of 1865, consolidated, 107½@107½; U. S. Five-twentieths of 1867, 107½@107¾; U. S. Tenforties at 101½@101¾, and U. S. Seven-thirties at 104½@104¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¼ of 1 per cent. on these figures:

| | | | |
|----------------------|------|-----------------------|------|
| December, 1864 . . . | 119½ | September, 1865 . . . | 115½ |
| May, 1865 . . . | 117½ | October, 1865 . . . | 115½ |
| August, 1865 . . . | 116½ | | |

Some 21 millions of 7-30s were converted through the U. S. Sub-Treasury, here, last week, making the aggregate conversions, since Oct. 15, nearly 70 millions.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Nov. 13. | Nov. 20. | Dec. 4. |
|--------------------------------|----------|----------|---------|
| Consols | 94½ | 94½ | *98 |
| U. S. 5-20's of 1862 | 70½ | 70½ | 71½ |
| Erie | 47½ | 46¾ | 47½ |
| Ill. Central | 84½ | 85½ | 89½ |

* Ex-dividend.

Railway and miscellaneous stocks have been moderately active. The demand has been almost wholly speculative. Prices have been worked to a higher range, generally. At the close, the market was buoyant for the leading street favorites. General business has been on a moderate scale.

There has been rather more call for produce. Breadstuffs closed buoyantly, in view of the probable immediate closing of the canals. Provisions have been held more firmly. Cotton has been freely offered and purchased, closing on the basis of 16 for middling uplands, per lb. The stock of cotton now here is estimated at about 44,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 436,000 bales, against 424,200 bales same time last year; exports, same time, 178,250 bales, against 154,300 bales same time last year; stock on hand at latest dates, 205,000 bales, against 370,000 bales same date last year. There has been increased firmness in the Live stock markets, this week, on less extensive offerings, and a rather better inquiry. Beeves ranged from 8@17c.; veal Calves, 8@12c.; Sheep, 3½@5½c.; lambs, 5@6½c., and Swine, 6½@6¾ per lb., live weight. The week's receipts have been 4,248 beeves, 559 veal calves, 24,837 sheep and lambs, and 33,294 swine. In foreign merchandise there has been a restricted movement, though buyers in most instances have had any existing advantage. The total imports of foreign dry goods, last week, were \$703,761, and the total amount marketed \$784,746. The value of foreign merchandise imported last week, was \$1,700,940—making the grand total specie value of last week's imports of dry goods and merchandise, \$2,404,701, and since Jan. 1, 1867, \$224,078,747, against \$265,965,871 same time in the preceding fiscal year. The ocean freight market has been steady, but not active, since our last, with 452 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 8½d.@9d. per bushel; cotton at ¼d.; 5d. per lb.; and heavy goods at 22s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 3, and since the beginning of the year, compare as follows:

| 1866. | 1867. |
|---------------------|-------------|
| For the week..... | \$3,480,885 |
| Prev. reported..... | 171,903,027 |

Since January 1.....\$175,382,922 \$175,050,821

The New York imports for the week compare as follows:

| 1866. | 1867. |
|-----------------------|-----------|
| Dry goods..... | \$902,839 |
| Gen. merchandise..... | 2,024,841 |

Total for the week.....\$2,927,680 \$2,404,701
Previously reported....263,038,191 221,674,946

Since January 1.....\$265,965,871 \$224,078,747

The balance in the Sub-Treasury on Wednesday was \$103,196,501 78.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central R. R., 119; New Jersey R. R., 132; U. S. 5-20s, reg., 1867, and Coates, 26½@28½; Chestnut and Walnut,

new issue, 104; do., 1865, 104½; Great Western 2d mort., 71½; Toledo, Peoria and Warsaw 1st mort., 77½; Peninsular R. R. 1st mort., 76; Ohio and Mississippi 1st mort., 89½; N. Y. and New Haven R. R. 6s, 97; Chicago and Northwestern Appleton Extension, 82½; do., Equipment 10s, 97; Joliet and Chicago 1st mort. 8s, 104½; Brooklyn 6s, W. L., 96; Georgia 7s, 83; N. Y. State 7s, 1870, 103; do., 7s, Bounty Loan, coupon, 107½; Illinois coupon bonds, 1870, 101½; Ohio 6s, 1875, 102; Boston Water Power Co., 17½; Am. Exp. Co., 81; Adams' Express, 83; Merchants' Union Exp., 40; U. S. Express, 84½; Wells-Fargo Express, 56; Western Union Telegraph, 83; do., 7s, 80; Metropolitan Gas, 130; Central National Bank, 103½; Fourth National Bank, 106½; Park Bank, 144; Continental Bank, 104; Bank of Commonwealth, 108; Bank of Commerce, 116½; Shoe and Leather Bank, 112; Am. Ex. Bank, 113; Tradesman Bank, 138; Ninth National Bank, 108½; Bank of Republic, 112; Importers' and Traders' Bank, 120; Consol. Gregory Gold, 5.80; Corydon, 0.45; Davidson Copper, 0.70; Edgehill Mining, 3.45; Gunnell Gold 1.00; Gunnell Union, 0.20; Kipp and Buell, 0.35; New York and Eldorado, 1.45; New York Gold, 0.75; Nye Gold, 2; Quartz Hill Gold, 1.15; Rocky Mt., 0.23; Smith and Parmalee, 2.90; Wallkill Lead, 0.49; Buchanan Farm, oil, 0.41; Pit Hole Creek, 0.80; United States, 2.00; Bennehoff Run, 2.05.

Philadelphia.—Camden and Atlantic 2d mort., 75; Belvidere Delaware 1st mort., 84; Sunbury and Erie 7s, 97½; Girard College R. R., 27; 10th and 11th streets R. R., 66; 13th and 15th streets, 18½; New Jersey 6s, 1897, 102½; Pennsylvania State 6s, 1st series, 104; do., 2d series, 105½; do., 3d series, 106; Allegheny County coupon 5s, 74½; St. Nicholas Coal, ¾; Big Mt. Coal, 3½; Clinton Coal, 1; New York and Middle Coal Fields, 2.94; Shamokin Coal, 2½; McClinton Oil, ¼; Ocean, 3%; Corn Planter, ¼; McElheny, 0.44; Mechanics' Bank, 30; City Bank, 71; Commercial Bank, 52; Central National Bank, 116. The latest quotations are: City 6s, 95@99½; do., free of tax, 99@99½; State 5s, reg., 96½@96%; do., coupon, 94@95; do., 6s, W. L., 102½@102½; Reading, 47%@48; do., 6s, 1870, 95@95%; do., bonds, 91½@92; Camden and Amboy, 125½@125½; do., 6s, 1889, 92½@93; do., 1883, 87@87½; Penn. R. R., 49½@49¾; do., 1st mort., 99½@100; do., 2d mort., 93½@94; Little Schuylkill R. R., 28@25; Morris Canal, 30@35; do., pref., 89½@90; do., bonds, 83@93; Wyoming Valley Canal, 36@37½; do., 6s, 75@80; Susquehanna Canal, 12½@13; do., 6s, 58½@59; Sch. Nav., 13@14; do., pref., 21½@21½; do., 6s, 1882, 71½@72; Union Canal bonds, 15½@15¾; Delaware Div. Canal, 46¾@51; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 59@61; Lehigh Coal and Navigation, 31½@31½; do., bonds, 1884, 83½@88; North Pennsylvania, 32½@33; do., 6s, 86½@87; Philadelphia and Erie, 28½@28½; do., 6s, 90@91; Minehill, 57@57½; Catawissa, 8@13; do., pref., 23½@23½; Lehigh Valley, 50½@51; do., bonds, 91½@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 73@77; West Philadelphia, 64@—; Spruce and Pine, 26@26½; Green

45@50; Thirteenth and Fifteenth, 18½@18½; Girard College, 27@28; Tenth and Eleventh, 66@66½; Union, 37@38; Hestonville, 10½@10½. Boston.—Ogdensburg pref., 99½; Indianapolis and Cincinnati R. R., 34½; Union Railway, 87½; Connecticut and Pass. Rivers R. R., 81; Eastern 6s, 1874, 94%; Vermont Central and Vermont and Canada R. R. 8s, 1877, 100%; Boston, Hartford and Erie 7s, 56½; Cheshire R. R. 6s, 1875@1880, 92½; Rutland 1st mort., 140; do., 2d mort., 40; Boston and Maine R. R. Rights, 2½; Boston Water Power Co., 17½; Cary Land Co., 7½; Massachusetts 5s, 1894 gold, 104; do., 6s, 1876, gold, 116; New Hampshire 6s, 1878, 99; Maine 6s, 1889, 99; Portland 6s, 1882@1884, 98; do., 5s, 1883, 79; Albany 6s, 1896, 96; Chicago 7s, 1896, municipal, 92; do., 1892, sewerage, 92½; Boston 6s, currency, 1876, 102½; Cambridge 6s, 1877, 100%; do., 1886, 98½; Bath 6s, 1887, 90; Boston Gas Light Co., 745; Blackstone National Bank, 126; Eliot National Bank, 107½; Market National Bank, 106½; National Bank of Republic, 131½; Mt. Vernon National Bank, 108½; Everett National Bank, 103½; Freeman's National Bank, 121½; Tremont National Bank, 118%; Howard National Bank, 105½; Globe National Bank, 124½; State National Bank, 103; Merchants National Bank, 112; National Bank of Redemption, 100½; Revere National Bank, 133; Maverick National Bank, 104; Union National Bank, 120; Columbian National Bank, 113; Old Boston National Bank, 68½; North National Bank, 110½; Webster National Bank, 104; Shawmut National Bank, 111½; Concord Mining Co., 3½; Eagle River, 75c; Hancock, 13.

Baltimore.—Marietta and Cincinnati 1st mort., 84½; do., 2d mort., 56½; N. W. Va. 1st mort., 93; Central Ohio R. R., 33½; Parkersburg R. R., 17½; Bare Hill Mining Co., 0.35; Mineral Hill, 0.25; George's Creek, 60; Citizens' Bank, 14½; Third National Bank, 99½; Union Bank, 56½; Farmers' and Planters' Bank, 33. The latest quotations are: Balt. and Ohio, 120½@123½; do., 6s, 1875, 98@99; do., 1880, 98½@99; do., 1885, 97½@97½; Northern Central, 42½@43; do., bonds, 1885, 85@85; do., 1900, 81@82½; N. W. Va., 17@17½; do., 1st mort., 91½@92; do., 2d mort., 91½@91½; do., 3d mort., 1873, 91@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84@84½; do., 2d mort., 56½@60; Central Ohio, 33½@33½; do., 1st mort., 80@85; Western Md. 6s, 1890, 71@—; do., guar., 84½@85; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100½@101½; do., 1890, 100½@100½; Baltimore 6s, 1870, 98½@99; do., 1873, 96@—; do., 1875, 96@96½; do., 1886, 98@98½; do., 1890, 99@99½; do., coupon, —@97; do., Park, 97@99; do., 1893, 98½@94; do., 6s, 1838-70, 80@88; City Passenger R.R., 19½@20; Canton Co., 44½@—; Gardner, 1.00@1.20; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4%; George's Creek, 59@60½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.80@0.40; Atlantic Coal, 0.77@0.90; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

The following gentlemen have been elected directors of the La Crosse, Trempeleau and Prescott Railroad Company: D. M. Barney, Jesse Hoyt, A. H. Barney, C. W. Thompson, G. C. Fargo, Wm. B. Osgood, A. L. Pritchard, L. Holbrook and M. L. Sykes.

Railroad Earnings--Weekly.

The earnings of the Chicago and Rock Island Railroad for the fourth week in Nov., 1867, were \$82,800 00
Corresponding week of previous year.. 64,556 00

Increase \$19,244 00

The earnings of the Chicago and Alton Railroad for the fourth week in November, 1867, were \$103,702 00
Corresponding period previous year.. 87,531 00

Increase \$16,171 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Nov., 1867 .. \$336,808 00
Corresponding week previous year .. 281,565 00

Increase \$55,242 00

The earnings of the Detroit and Milwaukee Railroad for the week ending November 28, 1867, were \$81,907 00
Corresponding week of 1866..... 30,063 00

Increase \$1,844 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Nov., 1867, were \$115,181 00
Corresponding week of 1866..... 112,204 00

Increase \$2,927 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Nov., 1867.. \$32,249 00
Corresponding week previous year..... 24,298 00

Increase \$7,951 00

The earnings of the Atlantic and Great Western Railway for the third week in Nov., 1867, were.... \$117,152 00
Corresponding week previous year .. 134,421 00

Decrease \$17,269 00

The earnings of the Des Moines Valley Railroad for the third week in November, 1867, were \$23,248 51; same time in 1866, \$19,091 63; increase, \$4,156 88.

The receipts of the St. Louis and Iron Mountain Railroad for the week ending Nov. 23, were \$13,825 15.

[F] The Indianapolis, Cincinnati and Lafayette Railroad Company have a car fitted up especially for the accommodation of hunting and fishing parties. There are berths in it for sleeping, kitchen arrangements for cooking, &c. They switch the car off on a side track, convenient to the hunting or fishing grounds, as the case may be.

[F] The construction of another branch of the Erie Railway is said to be in contemplation. It is to start from the line of the Newburgh Branch about a mile from Newburgh, running to Canterbury, and thence to the Erie Railway at Turners. The people of New Windsor and Cornwall are anxious for its speedy construction.

[F] The Springfield *Republican* says that work at the Hoosac tunnel, relinquished by Messrs. Dull, Gowan and White, the contractors, will be immediately resumed by the State and pushed forward under the direction of the commissioners.

[F] It is contemplated to extend the Ottawa and Prescott Railroad from Ottawa, along the left bank of the river, up to Alymer, distance nine miles.

[F] The Tennessee Senate has passed a bill appropriating three and a half millions of dollars in aid of the State Railroads.

Louisville and Nashville Railroad.

We gave, last week, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1867. The following extract from the Report of ALBERT FINX, Esq., General Superintendent, has reference to the connections and extensions of the road:

Under this head reference was had in the last Annual Report (pages 45-53) to such of the projected lines of connecting roads and extensions as would greatly benefit the Louisville and Nashville Railroad, either by opening to it new channels of commerce, or by preventing the diversion of its present business.

Three of the most important enterprises then in contemplation have since been started, and are progressing toward completion.

THE BRIDGE OVER THE OHIO RIVER.

This work was commenced in the past month, and will be completed in the fall of 1869. Its completion will establish Louisville as the most favorable point for crossing the Ohio River for the vast trade and travel between the North and South, and Northeast and Southwest.

LOUISVILLE AND CINCINNATI RAILROAD.

This road is under contract for its entire length, and is expected to be finished in eighteen months. Its completion will secure to us a large amount of trade which now passes to the South over more northern routes, or by the river.

EXTENSION OF LEBANON BRANCH RAILROAD.

The wise policy which has heretofore guided the stockholders of the Louisville and Nashville Railroad and the City Council of Louisville, in extending their system of railroads to the Southeast, has placed Louisville in advance of competing cities, and made it comparatively easy to accomplish the great work of uniting, by the shortest possible lines of communication, the Northwest with the Southeast, a work projected more than thirty years ago, and ever since looked upon as a great desideratum.

At their last annual meeting the stockholders authorized the extension of the Lebanon Branch from Crab Orchard to the Tennessee State Line, and the City of Louisville subscribed one million of dollars to be applied to that work. The road is now under contract as far as London, forty-seven miles from Crab Orchard, and eight miles are already graded, ready for track laying, which will be commenced next month. The question can hardly be now raised whether the advantages already gained should be sacrificed and a rival interest permitted to overtake us; but a good deal of misapprehension seems to exist as regards the value of the extension to the Louisville and Nashville Railroad Company and to the City of Louisville.

It is contended by some that there was not sufficient business to justify the construction of this road. This argument is generally based on the supposition that the terminus of the road was to be in East Tennessee, and that no outlet would be gained there to the South and East. Were this really the case, it would indeed be better to sacrifice the large expenditures already made, and stop the construction of the road at once. But this supposition is entirely erroneous. As soon as the extension is completed, we shall have secured, by means of our connection with Norfolk, a route to the Atlantic coast, two hundred miles shorter than the distance to New York. Besides this, we shall form a connection, by way of Morristown and the French Broad River Railroad, with the whole railroad system of the Carolinas. The French Broad River Railroad is now completed for fifteen miles south of Morristown; the remaining part of the road, as far as Morgantown, is all under contract and partly graded. At Morgantown we meet the completed roads leading to Wilmington and Charleston. The liberal aid lately extended by the State of North Carolina to her railroads secures the completion of this important road in advance of the Blue Ridge Railroad, to which we have heretofore

looked more particularly for a southern connection.

The advantage of these connections will be appreciated by all who are familiar with the immense amount of business now transacted over circuitous routes between the Northwest and Southeast (the sections of country which will be reached by the extension as soon as completed) by way of New York and Baltimore to Norfolk, Wilmington, Charleston and Savannah. There can be no doubt that, with the connections to Norfolk and Morgantown completed, the road to East Tennessee will command a large amount of freight and travel now necessarily passing around us for want of more direct communication.

The company has already expended a capital of \$4,000,000 for one hundred and fifteen miles of road in the direction of East Tennessee, and in making a great through route of the Lebanon Branch, now a mere local line without sufficient business, this investment will be made to yield a larger revenue without additional expense, while the City of Louisville would become the distributing point for the business between the Northwest and Southeast, a business in which she has now no share.

Those who apprehend that the extension would not earn enough to keep up the road, should bear in mind that similar fears were entertained with regard to the Main Stem at the time of its construction, and that experience has shown them entirely without foundation. What a powerful instrument a railroad is in creating business may best be seen from a comparison of the freight earnings of the Main Stem, shortly after its completion, with the freight earnings for the last six months, as given in the following figures :

| | 1860. | 1866. |
|---------------|--------------|--------------|
| January..... | \$14,588 65 | \$107,839 51 |
| February..... | 15,644 20 | 108,087 51 |
| March..... | 25,838 70 | *62,596 92 |
| April..... | 19,584 50 | *72,791 72 |
| May..... | 23,329 25 | 86,962 45 |
| June..... | 19,813 75 | 66,251 11 |
| | <hr/> | <hr/> |
| | \$118,999 05 | \$504,529 22 |

* Southern connection broken during these months.

From whatever point this question may be considered, there can be no doubt that the true interests, both of the company and the City of Louisville, demand the completion of the Lebanon Branch Extension with a view of forming a connection with the whole system of railroads in the Southeastern States.

MEMPHIS AND LOUISVILLE RAILROAD.

It has already been stated that since the 13th of August this line of road, consisting of one hundred and sixty-four miles of the Louisville and Nashville Railroad, eighty-two and a half miles of the Memphis, Clarksville and Louisville Railroad, and one hundred and thirty and a half miles of the Memphis and Ohio Railroad, has been opened to business from Louisville to Memphis.

The advantages which have been derived from this through connection have been estimated in another part of this Report. The results there given were, however, not obtained without some sacrifice on the part of the Louisville and Nashville Railroad.

The companies forming the two southern connecting links—one of which, the Memphis, Clarksville and Louisville Railroad, is in the hands of the State—did not possess sufficient means either to put their roads in thorough repair, or to operate the same in the most effective way, and in order to keep up the communication with Memphis, the Louisville and Nashville Railroad was compelled to advance money, and to furnish the greater portion of the rolling stock required for the operation of the line.

It will be remembered that, shortly after the close of the war, the Louisville and Nashville Company made a proposition to the Memphis, Clarksville and Louisville Railroad Company to

operate their road, to advance the money required to put it in good order, to furnish the necessary rolling stock, to pay the interest on the State bonds, and apply the net earnings of the road toward refunding the debt that might thus be created. The proposition farther provided for the return of the road to the stockholders should they at any time return the money advanced by the Louisville and Nashville Railroad.

It had been estimated that the value of the through connection with Memphis would justify this company in making so liberal an offer.

The managers of the Memphis, Clarksville and Louisville Railroad, guided somewhat by popular prejudices and the desire to operate their road as an independent line, rejected this proposition, and accepted instead the bonds of the State, permitting the road to pass into the hands of a receiver. The result has been as follows:

The indebtedness and stock liabilities of the road at the close of the war, including the interest due State accrued during the war, was, in round figures, \$2,900,000. It is now 4,000,000

Additional debt created since the war \$1,100,000

Before the proposition of the Louisville and Nashville Railroad was tendered, a careful estimate had been made by two competent engineers of the cost of putting the road in running order, and of supplying the necessary rolling stock, and the sum of \$400,000 was deemed ample by them for that purpose. Had the proposition of the Louisville and Nashville Railroad been accepted, the indebtedness of that road would not have been increased above that amount, with perhaps the addition of the interest on State bonds since accrued, as the road does not pay more than operating expenses.

The additional debt created since the war is as follows:

| | |
|--|----------------|
| Due to operatives and parties who have furnished supplies | \$123,211 27 |
| Due to the U. S. Government for rolling stock and material | 368,691 12 |
| New loan from the State of Tennessee | 500,000 00 |
| Interest due the State since January 1, 1866 | 166,734 00 |
| Total..... | \$1,158,636 39 |
| Add to this former indebtedness and stock liabilities | 2,904,017 13 |
| \$4,062,653 52 | |

It will require not less than \$500,000 to finish the road, making the total cost of the road—eighty-two and a half miles long—\$4,562,653 52. The original cost of the road was \$2,300,000.

The Memphis and Ohio Railroad, desirous to profit by the sad experience of the Memphis, Clarksville and Louisville Railroad under the management of the State, and under a separate organization, when it became apparent that they could not meet the July interest, made a proposition to the Louisville and Nashville Railroad, in which proposition the directors of the Memphis, Clarksville and Louisville Railroad joined, for a consolidation of the two roads with the Louisville and Nashville Railroad, as originally designed by the projectors of the three enterprises. That this consolidation, for which the charters of the three companies make ample provisions, must be beneficial to all parties interested, but particularly so at this time to the Memphis, Clarksville and Louisville and Memphis and Ohio Railroads, it is not necessary here to argue.

The proposition was referred to a committee of the directors of the Louisville and Nashville Railroad, who, although in favor of consolidation, could not, after ascertaining the liabilities of the two roads, recommend the assumption of their entire debt, which now greatly exceeds their value. The committee agreed, however, to a consolidation, provided that the liabilities could be reduced so as to represent the actual value of the roads. Should this prove impracticable, a lease

for a period of years could then be resorted to.—

During the coming year one or the other plan will have to be carried out, otherwise these roads will have to be operated as mere local lines, as the Louisville and Nashville Railroad Company could not afford, in case the Memphis and Ohio Railroad should also pass into the hands of a receiver, to continue to advance money and furnish rolling stock without any prospects of ever being repaid; the State of Tennessee having failed to provide for the payment of debts created by the operation of a road under a receiver.

It is somewhat surprising that, notwithstanding the liberal policy which this company has pursued toward the two connecting roads in the State of Tennessee, enabling them to open and operate their roads, a thing which would have been utterly impossible without the friendly aid of the Louisville and Nashville Railroad, the opposition to measures calculated to benefit the interest of Tennessee comes solely from her citizens.

The various railroads of Tennessee are now indebted to the State, for interest due on the bonds, to the amount of \$766,680. If any of these roads should be so fortunately situated as to make it to the interest of a connecting road to aid them, to put them in first-class order, and assume the payment of the State interest, should opposition to such measures come from sensible citizens of Tennessee? Can there be any real ground for such opposition? It seems to be altogether based upon the fear that the Louisville and Nashville Railroad might discriminate against the people of Tennessee in arranging the freight tariff. Certainly those who entertain such fears must be altogether ignorant of the principles upon which railroads conduct their business; and they do not, in this particular case, appear to appreciate the fact that the Louisville and Nashville Railroad Company, controlling, as it does, the northern outlet of their Tennessee connections, is already in position to discriminate against them, were it disposed so to do. But it is rather to the interest of the Louisville and Nashville Railroad Company to discriminate in favor of their Tennessee termini, because they are not only reached by competing lines of railroads, but also by the river; and if the Louisville and Nashville Railroad Company desires to do any business at all over their road, it must adjust its tariff with a view of meeting this competition. Besides all this, the laws of the State of Tennessee forbid all unjust discrimination, and consequently the consolidation of the Tennessee and Kentucky railroads, bringing the whole line within the scope of these laws, is the best safeguard against discrimination.

This matter has here been mentioned in order to call the attention of our Tennessee stockholders to the erroneous views entertained by any of their fellow-citizens, and to enable them to counteract, as much as possible, the injurious effects resulting from those views, both to the State and her railroads.

DECATUR AND MONTGOMERY RAILROAD.

Owing to the unsettled political condition of the Southern States, not much progress has been made toward the construction of this important connection, although favorable legislation has been secured in the State of Alabama.

The benefits of a more direct rail connection from Louisville to Montgomery, and from there to Pensacola and Mobile, are so great that whatever aid can be extended to the accomplishment of this enterprise should be freely granted.

CONCLUSION.

In bringing to the notice of the stockholders of the Louisville and Nashville Railroad, for the purpose of aiding and constructing such connections and extensions as an intimate acquaintance with the practical operation of the road, and a knowledge of the requirements of trade, have pointed out as either necessary to protect the capital already invested or to make it yield larger returns, it is not intended to suggest that all the different enterprises mentioned should be carried on at once. But, looking to the future, the fact should be borne in mind that the system of railroads cen-

tering in Louisville cannot be considered completed before our connections with Memphis are perfected, and the roads put in such condition as to meet the demands of a steadily increasing business, and before our connections with Montgomery, Pensacola, and Mobile, are made more direct by the construction of the Decatur and Montgomery Railroad, nor before our Lebanon Branch has been extended to meet the East Tennessee railroads, bringing us in direct connection with Norfolk, Wilmington, Charleston and Savannah. The Louisville and Nashville Railroad Company is now in a position to accomplish all this at no distant day. The net earnings of the road may confidently be expected to reach hereafter one million of dollars per annum; and should the company continue to pursue the liberal and enlightened policy of applying the surplus means to the improvement and perfection of her railroad system, instead of scattering them by a division, a considerable sum will be left from the yearly earnings, by means of which much could be effected toward the end in view. It is safe to predict that such a course, tending as it does to the development of the resources of the country traversed by our railroads, must ultimately prove the most advantageous one to the stockholders.

Portland and Ogdensburg Railroad.

The Vermont Legislature has granted a charter for a railroad through the Lamoille valley, and has also passed an act enabling towns along the line of the proposed road to subscribe for its construction. This legislation secures the construction of the Vermont link in the Portland and Ogdensburg line. At the Portland end of the route the surveys are in progress. Parties are reconnoitering the two routes from the foot of Sebago lake to Conway—one through Sebago and Denmark, the other through Hiram and Brownfield. The whole line is now chartered, and by another season it is expected that the work of construction will have been fairly commenced.

New York and Boston Air Line Railroad.

The New Haven Journal says that the fortunes of the Air Line Railroad are so prosperous that its speedy construction from New Haven to Willimantic is considered certain. Large capitalists in New York and Boston have taken hold of it, and with the subscriptions that will be obtained along the line, the money to build the road will be secured. Of course everything depends on the bridge over the Connecticut, but there is no doubt the Legislature will authorize that at an early day.

A meeting was held at Northampton, Mass., on the 23d ult., to hear the report of the committee concerning measures to be taken to build the proposed railroad from Williamsburg to North Adams. The committee reported in favor of applying to the Legislature for an act giving the town a right to issue bonds to the amount of 5 per cent. of its taxable property in aid of the road, by which \$300,000 would be raised. It is understood that the other towns along the line of the road intend to apply to the Legislature for leave to issue bonds.

The Princeton, Ky., Progress says that the promised railroad from Elizabethtown to Paducah, which will pass through that town, is assuming a more cheering prospect. A party of engineers, employed by the company, arrived there on Saturday last, and on Monday commenced surveying the road. They express themselves as confident that work will be commenced immediately on the road.

Union Pacific.—Eastern Division.

The earnings of the Union Pacific Railroad, Kansas Branch, for October were \$267,000, of which \$81,000 were for Government business, and \$186,000 for freight and passenger traffic. The working expenses of the company for the same time were \$120,000 and the net proceeds \$147,000. The road has been open for business since October 14th, to Fort Hays, 290 miles west of the Missouri River. The track is now laid to the three hundred and fifteenth mile post. The commissioner has just accepted another section of twenty miles, extending to the three hundred and fifth mile post.

Memphis and Little Rock Railroad.

The Land Agent of the Memphis and Little Rock Railroad has filed with the Commissioner of the General Land Office a map showing the line of the road, commencing at the town of Hopefield, on the Mississippi River, and running through the Counties of Crittenden, St. Francis, Monroe, Prairie and Pulaski to the side of Little Rock, with the six and fifteen miles limits laid down under the original act of February 9, 1863; and also the additional five miles limits, as provided for by the second section of the revising act, approved July 28, 1866.

In the case of John du Bois *vs.* The Philadelphia, Wilmington and Baltimore Railroad Company—action to recover damages for infringement of his patent for placing heavy stones, plained in iron caissons, in deep waters, in the erection by defendant of thirteen piers used for sustaining the bridge over the Susquehanna River—the jury of the United States Circuit Court agreed on a verdict in favor of plaintiff for \$10,000 damages. The case has occupied the attention of the Court, jury and counsel fifteen days, and consequently the costs will be heavy.

The new Iron Bridge of the Lehigh and Susquahanna Railroad Company across the Delaware at Easton is completed. Its length is 1,038 feet, from the Pennsylvania to the Jersey shore. The distance from low water mark to the bottom cord is 40 feet; from low water mark to the rail, 64 feet. The weight of the bridge is about one and a quarter tons to the foot. Thirteen hundred tons of iron were used in its construction.

The stock books of the Western Railroad Company were finally closed on the 30th ult. All transfers of stock, after that date, either of the Western or Boston and Worcester Railroad Corporations, will be made on the books of the Boston and Albany Railroad Company, at No. 16 Union Building, State street, Boston.

The survey of the route of the New Orleans and Ohio Air-line Railroad has been commenced. The engineer party started from Mayfield last week.

Arrangements are said to have been made for the construction of the Lake Superior and Mississippi River Railroad, and that in two years the work will probably be finished.

The St. Paul *Pioneer* say that the iron has been purchased for the railroad between Hastings and Farmington, and that it will arrive and be laid early in the spring.

Denver and Pacific Railroad.

The Denver and Pacific Railroad Company was organized at Denver on the 20th ult., \$225,000 of the capital stock having been subscribed. There was great enthusiasm on the subject, and an early connection with the Union Pacific Railroad has been determined on.

The following gentlemen were elected officers on the 25th ult.: Belam Hughes, President; Luther Kourtze, Vice President; D. H. Moffat, Treasurer; F. M. Case, Chief Engineer.

The Northern Central Railroad Company is rebuilding four bridges between Shamokin and Sunbury, preparatory to the running of a through passenger line from New York.

Trains on the Macon and Augusta Railroad commenced running to Milledgeville on the 26th ult.

The cars are now running from Nashville to Trenton, eight miles from Hopkinsville, and the rails are being rapidly laid onward.

National Trust Co.
OF THE CITY OF NEW YORK.
No. 336 BROADWAY.
CAPITAL,
ONE MILLION DOLLARS.
DARIUS R. MANGAM, President.

The National Trust Company receives the accounts of Banks, Bankers, Corporations and individuals, and allows

FOUR PER CENT. INTEREST

On daily balances, subject to check at sight.

Certificates payable on demand are issued at the same rate.

Special Deposits for one year or more may be made at five per cent.

FOR SALE,
IMMEDIATE DELIVERY,
Two first class 60 Passenger Saloon Cars, raised roofs,
4-8½ gauge broad tread Wheels.

GRICE & LONG,
1340 Beach Street,
Philadelphia.

Montgomery and Eufaula Railroad**First Mortgage Eight per Cent.****Gold Bonds.**

Proposals will be received by the undersigned, at the Chatham National Bank, corner of Broadway and John street, for the purchase of \$100,000 of the bonds of this company. These bonds are a first mortgage on the road of \$12,000 per mile.

**Principal and Interest Payable in Gold
in this City.**

and indorsed and guaranteed by the State of Alabama.

This road runs through the finest cotton region of the State, and the portion now finished is paying expenses and the interest on the bonds. On the completion it will connect with important roads forming the shortest and best line north and east from Montgomery. The debt of Alabama is comparatively small, and her interest promptly paid, which makes the security beyond a doubt.

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OF THE

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Running West from Omaha

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3. The net earnings of the sections already finished are several times greater than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed

would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

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6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

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JOHN J. CISCO, Treasurer, New York.

October 28th, 1868.

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OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, NOV. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.
ROBERT L. BANKS, Secretary.

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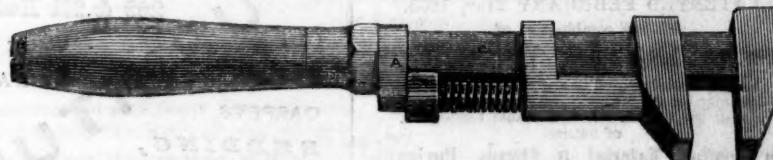
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THE NEW YORK CENTRAL RAILROAD COMPANY, {
TREASURER'S OFFICE, ALBANY, NOV. 2, 1867. }

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

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